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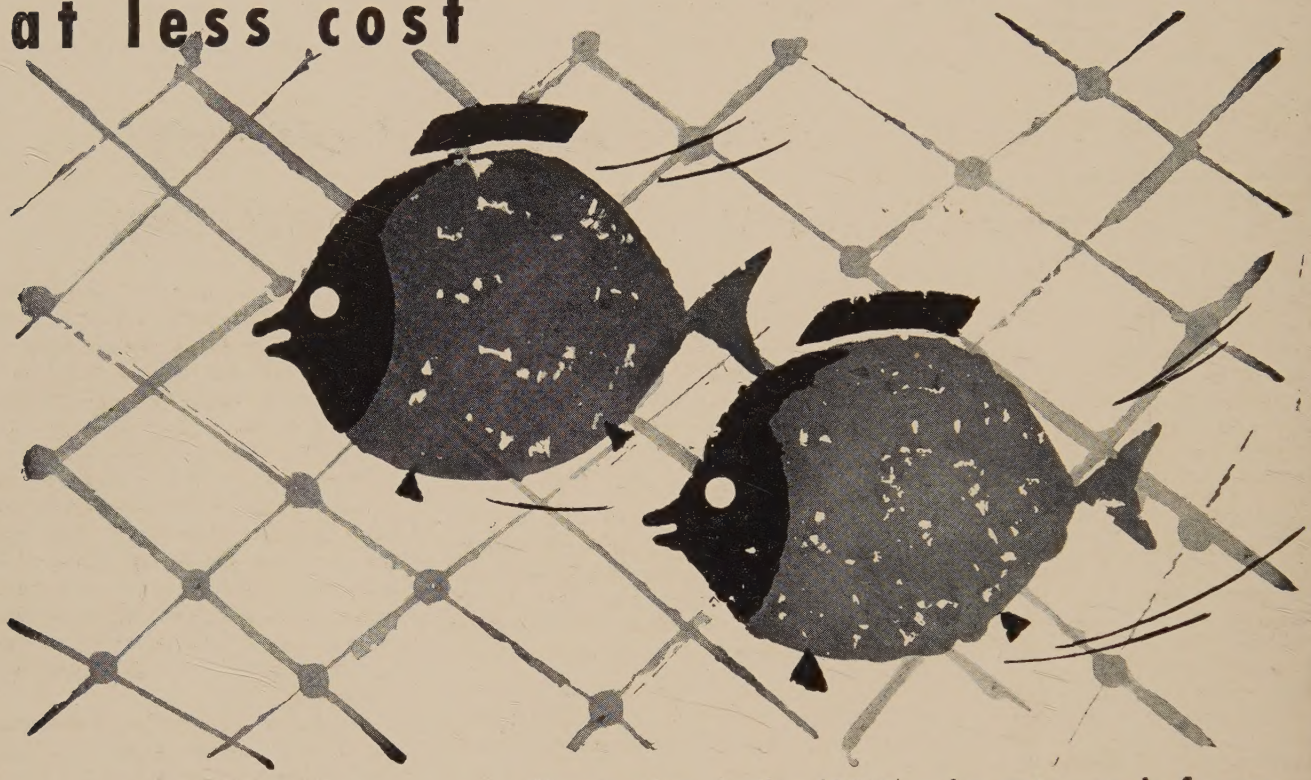

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Our Fifty-Seventh Year—

JULY, 1959
Vol. 57 No. 8

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"Jeanette F" is Scouting Bering Trawl Operations

● With the idea of scouting, from an on-the-surface fishermens' point of view, the Bering Sea trawl operations of the Soviet Union and Japan, Wakefield's Deep Sea Trawlers, Inc., about June 20 dispatched the King crab trawler *Jeanette F.* to Bering Sea.

Commanded by Capt. Arne Serwold, she will spend a month observing the operations of the Asian fleets, supplying the industry and the national and Alaska authorities with data on the activities of the USSR and Japan fleets as they appear from the sea.

This will provide a supplement by private enterprise to naval observations, which are conducted primarily from the air.

Lowell Wakefield, president of Wakefield's Deep Sea Trawlers, Inc., said the company was sending the vessel north a month or more in advance of her normal schedule in an effort to provide supplementary information on the Soviet and Japanese operations of which the halibut industry and the King crab operators have felt a need. The program is designed to determine the degree to which the Asian operations are being conducted upon grounds important to American fisheries for halibut and King crab; and their probable effect upon these resources upon which American fishermen, and Canadians, so far as halibut are concerned, traditionally have depended.

About the first of August the Jeanette *F.* will rendezvous with the freezing mothership *Deep Sea* south of the Peninsula to participate in the summer-and-autumn phase of the Wakefield company's King crab operations.

Nations to Trace Pinks

● Pink salmon research under the coordinated program operating under the Pink Salmon Protocol to the International Pacific Salmon Treaty will involve extensive tagging of adult fish during the biennial run this summer.

Tagging will be conducted (1) in Salmon Treaty Waters; (2) in Canadian waters outside those covered by the convention; (3) in American waters of Admiralty Inlet south of the treaty area.

Purposes of the tagging primarily are to trace the migration route of the Pinks, and to provide a basis for determining the size of the entire run, catch plus escapement.

● Tagging in convention waters will be carried on at the Salmon Bank, Aug. 8-Sept. 20; at West Beach, Aug. 8-Sept. 6; Point Roberts, Aug. 8-Sept. 20. It is hoped to tag about 20,000 Pinks on Salmon Bank and West Beach; and about 10,000 at Point Roberts.

Tagging will be done during the weekly closures to prevent excessive recaptures in the commercial fishery. Drum seiners will be used for capture except in Admiralty Inlet, where a reef net is at Bush Point.

In Canada outside treaty waters the Pinks will be tagged in large numbers —perhaps as many as 25,000—as they migrate south through Queen Charlotte Strait. The program outlined is designed to provide coverage of all major runs passing through Johnstone Strait, and should provide some recoveries in all areas where Johnstone Strait fish contribute substantially to the runs.

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(This advertisement originally appeared in full-color in TIME, BUSINESS WEEK and FORTUNE.)

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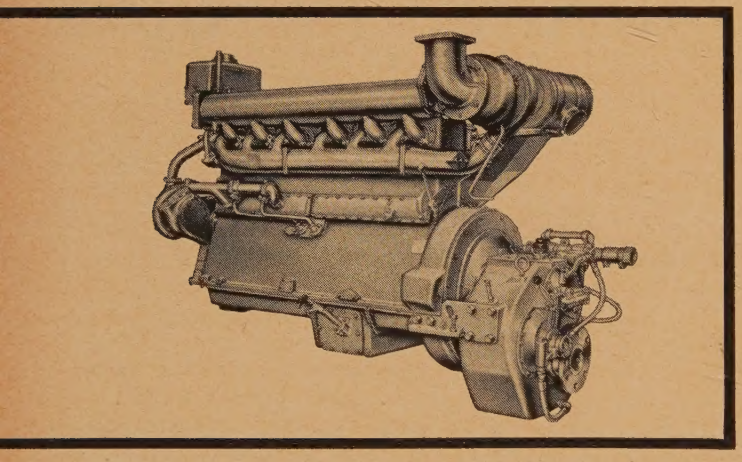
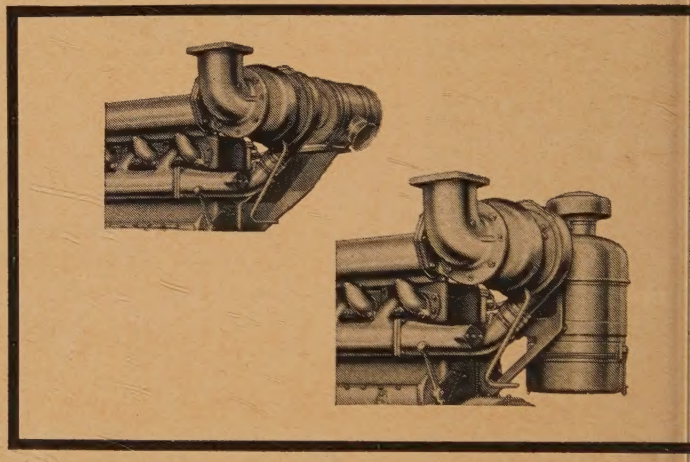
Now when you repower, or specify power for a new boat, the new Cat D342 (Series C) Turbocharged Marine Diesel gives you increased output and performance in less space.

There's lots that's new in this new engine—the turbocharging system, and the air cleaner, for instance. The exhaust manifold is on top of the engine and the intake manifold runs alongside the engine. Air cleaner and turbocharger are rear mounted. Result: lower profile dimension and compactness to give you new installation flexibility. And the basic features that have earned the "workhorse of the shrimp boat fleet" title for the basic D342 Marine Engine are here, too. Together, these features mean as much dependability with as little maintenance cost as it's possible to put in a Marine Diesel.

For complete information on this brand-new engine, call your Caterpillar Dealer. For literature, write us for "Features and Facts—Caterpillar D342 (Series C) Turbocharged Diesel."





Continuous ratings both forward and reverse for the D342 (Series C) Turbocharged Marine are 220 HP at 1225 RPM. New Twin Disc MG 512 reverse and reduction gear is available in 2:1 or 3:1 ratio. Note top-mounted exhaust manifold, side-mounted intake manifold. Air cleaner and turbocharger are rear mounted. Compactness adds to installation flexibility.

Illustrations show proven Caterpillar turbocharging system. This gives you increased horsepower with excellent operating economy on No. 2 fuel oil, and many of the new economy diesel fuels. "Premium" diesel fuel can be used, but is *not* required. New dry-type air cleaner (upper) is standard. An oil-bath-type (lower) is an optional attachment.

Engine Division, Caterpillar Tractor Co., Peoria, Ill., U.S.A. Caterpillar and Cat are Registered Trademarks of Caterpillar Tractor Co.

Cat D342, traditional workhorse of the shrimp fleet, now has a big brother in the Series C Turbocharged Marine Engine with increased horsepower.

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***Honest horsepower.* Your engine comes with a *notarized* certificate of power, backed by Caterpillar Tractor Co. You get what you're promised.**

PACIFIC FISHERMAN JULY 1959

1959 Early Run

More Interesting Than Significant

Of Salmon News

● Forecasting a salmon season on the basis of early returns from the first-opening districts stands high on the list of Fruitless Occupations.

However, there's nothing wrong with reviewing the early data, so long as you don't let yourself be carried away with it.

Here are some early season indications and actions, which are actually *pre*-season for the great majority of the Pacific salmon producing areas:

● *Copper River* results were extremely disappointing, the pack appearing to be only about 60% of the low 1958 level, and only about 30% of the 10-year average.

Columbia River was poor during May, the open season closing May 27. Even more serious was the scant escapement of spawners going over the dam at Bonneville. Drastic proposals for extending the closure by delaying the mid-June re-opening were compromised to a two-day increase in closed time.

Resumption of fishing found catches light, particularly in the upper limits of the commercial fishing area. Further downstream, near the sea, fair fishing was found.

Peninsula reports were characteristically obscure.

Chignik was reported to have had very fair fishing at the opening, but to have been shy on help. About half of the cannery crew was reported delayed by weather at Port Heiden, forcing management personnel to take a place on the sliming line.

Port Moller had a good King yield in advance of the opening of the Red salmon season, with the Vita mild curing operation there putting up a good pack in its second season.

Cook Inlet gear registrations rose to 1,278 units registered, which allows only two day fishing per week under the Inlet's gear-time table.

Taku Inlet had an exceptionally good run of Kings, a large part of which passed through the fishery, giving one of the largest escapements on record, certainly since the Alaska Department of Fish and Game began its intensive study of that fishery and the population supporting it.

Bristol Bay agreement was reached between the Alaska Fishermen's Union and the operators on the same basis as in 1958.

British Columbia gillnet fishing in the Fraser River built up rapidly as the season advanced, the last week

Oregon Asks Treaty-Set Salmon Quotas for U.S. and Japan

● An international treaty establishing a maximum salmon catch quota for the United States and Japan is boldly requested of the President of the United States by the Oregon Legislature.

Moreover, it is proposed that all nations of the North Pacific area, which would include Communist China and the U.S.S.R., be urged to enter the treaty negotiations and cooperate in its establishment.

The quotas, however, apparently are contemplated only for the United States and Japan.

All this in in House Joint Memorial No. 1, Oregon 50th Legislative Assembly, passed by substantial majorities in both houses. Meat of it is in these lines:

● **"We urge the President of the United States to use every effort to complete a treaty with the Japanese government prescribing the maximum amount of salmon which may be taken annually by the fisheries of the United States and Japan. . .**

"We urge that negotiations for such a treaty be commenced at the earliest possible date, and that all nations of the North Pacific Ocean area be urged to enter into such negotiations, and to cooperate in the establishment of a treaty."

prior to presstime showing a 100% increase over the previous period. King salmon fishing in the Fraser with large-mesh nets is permitted prior to the opening of Sockeye and Pink salmon fishing under authority of the International Salmon Commission. Red Kings taken by Fraser gillnets were bringing 35-36¢, with whites at 25¢.

Trollers Get Pinks and Sockeyes

Troll Fishing began producing small Silvers in fair volume about the middle of June, and these were welcome to canners as well as the fresh fish trade, a special demand for Coho quarters having arisen in the United Kingdom.

Interesting, although it must be considered as one of those points of early evidence which should not be taken too seriously, was the fact that trollers working near the entrance of the Strait of Juan de Fuca began taking *Pinks* and *Sockeye* soon after the middle of June. These fish were taken principally by small "kelpers", boats which make a practice of fishing close to the rocks and kelp beds, and which use bait and gear particularly attractive to these species. At presstime daily sales of Pinks at Seattle were occasionally exceeding 1,000 lbs.

Traps and Drum Seines

● Tensions over Indian salmon traps in Alaska reached the breaking point in a number of isolated incidents during June as the new state government declared, and followed-up, such traps were forbidden under the state law; and that they would not be permitted to operate in spite of the fact that Secretary of the Interior Seaton has sanctioned the fishing of 11 traps owned by Indian tribal councils.

Earnest Williams, president of the Village of Kake, was arrested for trying to install one of the tribe's four authorized traps. Department of the Interior Indian Service has authorized use of village funds at Angoon and Kake to resist anti-trap action in court.

Drum seines are another item of gear prohibited in Alaska waters by state law, although allowed under the federal fishery regulations. Alaska officials declared before the season opening that the state law would be fully enforced, regardless of the terms of the U. S. regulations.

It is understood, however, that Alaska authorities are not disposed to proceed against a vessel *equipped* with a seine drum, so long as it is *not operated* according to the drum-seining method. In short, a drum seiner could fish legally with a power block, so long as she did not employ her drum gear.

Did U. S. S. R. Slam the Door On the North Pacific Treaty?

● Soviet policy with regard to North Pacific fisheries conservation through the instrument of the International North Pacific Fisheries Convention is a matter of interest to the United States, Canada and Japan; although they have not so indicated officially.

To deny this interest would not be honest. To ignore it would not be realistic.

Soviet policy has remained obscure, although twice the U.S.S.R. has sought and sent observers to the annual North Pacific Treaty meetings.

Revelation of official Soviet attitudes toward the North Pacific Convention may have occurred at the recent meeting of the International Commission for the Northwest Atlantic Fisheries in Montreal.

There the Soviet Union's commissioner, P. Sapanadze, said in his formal address:

"We have reached the stage when the fisheries of the world must be regulated scientifically. My country has always stood for the conservation of that great natural resource. Some 40 years ago we were signatory to a convention to conserve the fisheries of the northwest Atlantic. *We now belong to all the international conventions in which we are interested.* What more can I say?"

● Italics are supplied to emphasize a sentence which would appear plainly to say that the Union of Soviet Socialist Republic is not interested in the International North Pacific Fisheries Convention.

Or did Mr. Sapanadze means what he said?

Or did he mean *more* than he said?

Japanese Recoup Delay Deficit In Relatively Insensitive Sea

● Early results from the Japanese high seas salmon fishing apparently were very favorable, enabling the ocean gillnet fleet to make-up the deficit incurred by the 10-days starting delay by the end of the first 15 days of actual fishing.

It appears that the fleet generally got to fishing about May 15, against May 5 in 1958.

However, by June 10 it is reported that the Japanese catch exceeded the figures for that date a year previous by 1,000 tons.

This fortunate condition arose from several factors:

1. Weather was favorable for fishing;

2. The catch per shackle per set was well above that of the early 1959 season.

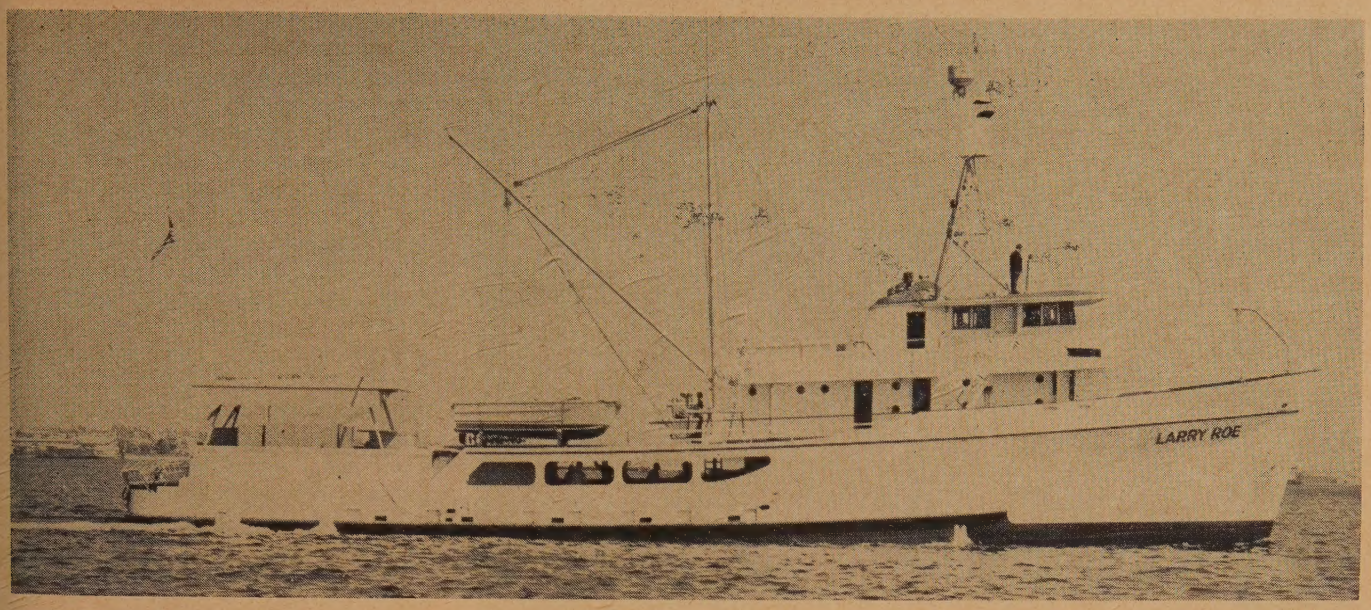
3. Good fishing was found relatively far west, saving at least a day in getting started.

● Early reports from the fleet indicated that the catch per shackle per set was 6 to 7 salmon, varying with individual catcher boats. In May and early June, 1958, the catch per shackle was 5 salmon.

Reports from Japan vary in the matter of species composition of the catch. Early information from sources usually reliable said that to June 5 Reds composed 55% of the catch, Chums 40%, and Pinks 5%. Another source at the same time was reporting 60 : 40 Reds to Chums, with no Pinks.

In the period for which reliable data was available at presstime it appeared that the Japanese operations were concentrated in the areas between 165° and 171°, both East Longitude; and from 46° to 51° North Latitude.

This would indicate that the fishing was being confined in large degree to relatively insensitive waters, where the intermingled salmon stocks contain a comparatively small proportion of Red salmon of North American origin.



Larry Roe, newest in National Steel & Shipbuilding Corporation's tuna clipper series, was delivered last month to her operators, National Marine Terminals, Inc. The new vessel is 127' long, 345 tons, with a Fairbanks-Morse 38D8-⅛ opposed-piston diesel main engine developing 960 hp., and two Caterpillar D-342 diesel auxiliaries, generating 150 kw. Each auxiliary can supply the ship's entire electrical needs. The clipper was named for National's late superintendent of new construction and was christened by his widow and his mother. The vessel will fish for Westgate-California Corporation.

Meeting Between Tuna Nations Sought to Break Economic Trap

● With the San Pedro tuna purse-seine fleet and the San Diego tuna clipper fleet both entering their second month of tie-up, a settlement of the problems that have kept the boats in port seemed just as far away as ever.

Fishermen, canners and boat-owners all stuck to their positions. The fishermen insisted on guarantees from the boat owners that would assure them compensation based on prices of at least $270 a ton for Yellowfin and $230 a ton for Skipjack. The canners said they could not pay those prices. The boat owners, unable to get prices that would enable them to meet the fishermen's demands, saw no recourse but to tie up their vessels.

In both San Diego and San Pedro, meetings were held between boat owners and fishermen's union representatives, but the fishermen held firm, declaring they could do better in jobs ashore than fishing tuna at less than the $270-$230 prices.

The Ground for Agreement

● While there are sharp cleavages within the tuna industry as result of the present stoppage of fishing, and perhaps in some measure accounting for it, there is one proposal on which all elements of the industry seem to be in full agreement as something needed and wholly to be sought.

This is a meeting at government level between the competent officers of the United States and those of Japan with industry representatives to discuss the problems arising for the tuna industries of both countries out of the low price levels upon which tuna is currently being bought and sold throughout the world.

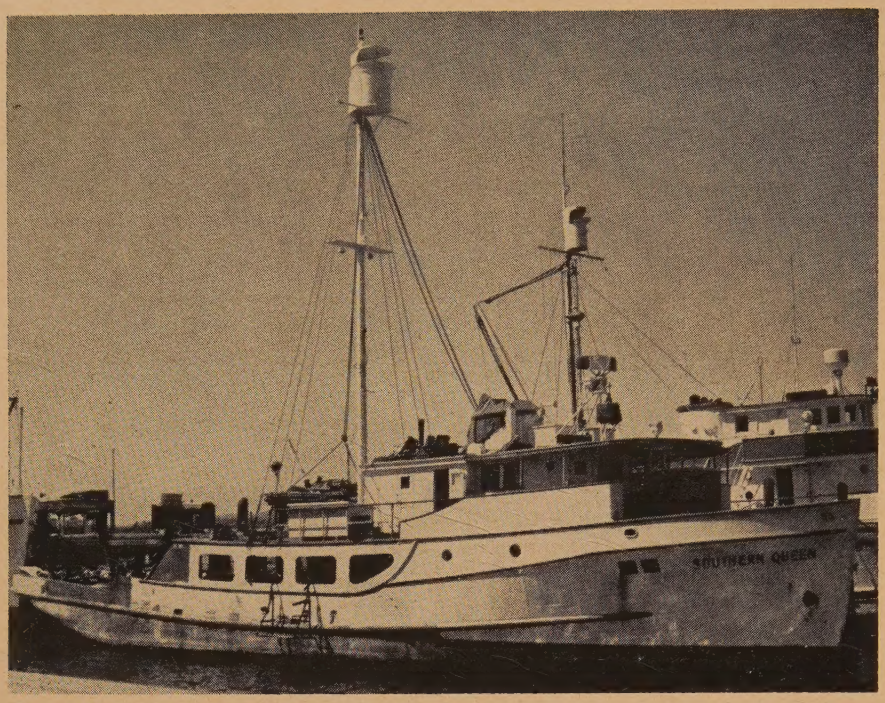
This position was expressed in a number of the letters filed by representatives of fishermen, vessel owners, and cannery operators with the Bureau of Commercial Fisheries on the occasion of the recent meeting between the Bureau and the industry to examine a program to be undertaken by the Bureau on behalf of the domestic tuna industry.

Letter after letter referred to the desirability of such a meeting, and one written by Lester Balinger, secretary-treasurer of the Cannery Workers & Fishermen's Union, put it with particular clarity and earnestness, using these words:

> *"There has been much talk within the industry of the advisability of talks under the auspices of the United States government between the tuna industries of the United States and Japan. We feel most strongly that if the Bureau of Commercial Fisheries would get behind such a meeting and recommend it to the necessary people in Government, that it could and would come about; and that nothing but good could come from such a meeting for both the Japanese and American tuna fisheries."*

One of the largest tuna canners wrote in his letter of the "advisability of talks on a government-to-government level between the United States and the tuna exporting countries, chiefly Japan."

For the Tuna Clipper Engineers union Cliff B. Weitz voiced the mat-



SOUTHERN QUEEN is one of the several tuna clippers recently converted to purse seiners. She's a steel 100-footer, and is shown here at Diesel Technical Services, Inc., San Diego, where the heavy structural changes were made. She was moved later to Harbor Boat & Yacht Co., San Diego, for completion of the job.

ter thus:

"Let the United States and foreign governments meet to make an agreement on the imports to the United States to save the tuna industry in this country."

Considered in Washington

● Possibility and advisability of holding conferences between the governments of the United States and Japan on possible solutions of the tuna problem are believed to have been reviewed at a meeting held in Washington, D. C., by officials of the Departments of State and Interior. This was followed June 22 by a second conference attended by several California members of Congress.

In attendance at both meetings were: *Ross L. Leffler,* Assistant Secretary of the Interior; *Arnie J. Suomela,* commissioner, U. S. Fish and Wildlife Service; *Donald L. McKernan,* director, U. S. Bureau of Commercial Fisheries; *H. E. Crowther,* chief, Bureau's Division of Industrial Research; *Harry Shooshan,* International Activities Assistant, Technical Review Staff, Department of the Interior; *W. T. M. Beale,* Deputy Assistant Secretary of State, Bureau of Economic Affairs; *William C. Herrington,* Special Assistant to the Undersecretary of State for Fish and Wildlife; *Daniel M. Lyons,* chief, Special Problems Branch, Trade Agreements Division, Bureau of Economic Affairs, Department of State.

Imports Attacked

● Boat owners and fishermen joined in renewing efforts to find some method of controlling imports. Many meetings were held, many promises and resolutions were made, but as June drew to a close no action on import control had been taken.

Clair Engle, California's new senator, heard a large group of fishermen's and boat-owners' representatives tell their side of the story, in a special meeting held in the office of Los Angeles' Mayor Norris Poulson.

Six days later, the senator said from Washington that he would ask the departments of State and Interior, and the White House, to take emergency action, such as loans to boat-owners, to tide them over the present tie-up until long-range solutions could be found.

Secretary of the Interior Fred Seaton (whose Department includes the U. S. Fish & Wildlife Service and the Bureau of Commercial Fisheries) said he would direct the Bureau to rush a study of suggestions to relieve the situation.

The Secretary was spurred to this declaration by reading a telegram sent him by Mrs. George Zeluff, chairman of the Tuna Fishermen's Wives Emergency Committee.

Appeal to the "Summit"

● As the situation got worse for the clipper owners, Joaquim Canas, president of the American Tunaboat Association, signed a letter to President Eisenhower himself, suggesting that it might be wise to give foreign countries foreign-aid money to buy the U. S. tuna fleet, and take over the American tuna fishery once and for all.

At presstime no reply had been received from the White House.

On June 15 a meeting was held in Washington, bringing together Sen. Engle; Donald McKernan, director of the U. S. Bureau of Commercial Fisheries; Ross Leffler, Undersecretary of Interior for fisheries; Wilson Beale, deputy assistant Secretary of State for economic affairs; and Congressmen Cecil King, James Utt and Bob Wilson, whose constituencies are in Southern California.

Senator Engle made the only solid proposal reported out of the meeting, suggesting that the pattern set by the textile industry to balance imports with the domestic industry be followed by the fishing industry. The textile men of Japan and the U. S. work together, through their nations' respective foreign offices, to meter imports into the U. S. in such quantities as to allow the Japanese a profitable share of the U. S. market without putting the U. S. textile industry out of business entirely.

Senator Engle suggested that the U. S. State Department initiate some such program for the tuna fishing industry.

Closer Look Invited

● Congressman Wilson of San Diego suggested to the House Ways & Means Committee and the Merchant Marine & Fisheries Committee that they send subcommittees to San Diego or San Pedro to hold hearings on the fishermen's plight.

The House Ways & Means Committee last year failed to report out legislation aiming at control of tuna imports into the U. S.

The California Commission on Interstate Cooperation, headed by Lt.-Gov. Glenn M. Anderson, announced from Sacramento that it, too, was in favor of doing something about the situation. Mr. Anderson said he would make representations to the Congress, the State Department and "the Administration" to try to find a solution.

Meanwhile, in Tokyo, a new low price of $220 a ton fob. Japan for gilled and gutted Yellowfin was announced.

Skipper Maps Action

● Meanwhile in San Diego, M. O. Medina, owner of four clippers, said the *Normandie* would sail out of San Diego with a skeleton crew aboard, pick up the rest of the crew in lands to the south, make a fishing trip to South American waters, return the

foreign crew members to their home ports, and bring his load home with his U. S. skeleton crew. He hoped this way to cut his costs so as to be able to undersell the imports at a profit.

There was also talk among the San Diego clipper owners of taking their vessels to home ports in Southern republics where they could fish with foreign crews. Several clippers, of course, have been thus transferred, as well as a number of tuna seiners.

What Will Be the Effect?

● The U. S. Market News Service in San Pedro pointed out that even if a settlement is made between one of the fleets and a canner, the likelihood is that there will be no tuna production in California in July and little if any in August.

Last year's July receipts were 24,500 tons.

If this tonnage is lost this year, there may be a shortage that not even rising imports will be able to fill, and canners' demands may rise to the point where they will be back in the market, at prices the fishermen will accept.

There are also some signs that as the U. S. tuna fleets continue idle, the price of Japanese imported tuna is becoming firmer, narrowing the gap between import and domestic prices.

So the tuna situaton, given favorable developments, may just possibly turn better just when it is beginning to look worst.

How It Stands

● Here is the situation as it stands now, at a glance, shown by statistics from the Market News Service:

Total cannery receipts from January 1 to June 6, 1959:

From imports: 1959, 36,045 tons; 1958, 24,832 tons; *increase*, 11,213 tons or 45%;

From clippers: 1959, 35,260 tons; 1958, 40,374 tons; *decrease*, 5114 tons or 17%;

From purse-seiners: 1959, 22,861 tons; 1958, 15,884 tons; *increase*, 6977 tons or 44%;

Total: 1959, 94,166 tons; 1958, 80,-156 tons; *increase*, 14,010 tons or 17%.

These figures reveal a good deal. They show that in spite of canners' inventories, which are said to be high at this time, the canners have received for canning 17% more fish during the first period of this year than last. This helps to explain the slack demand for fish.

The figures also show that up to the time the fleet was tied up, the San Pedro purse seiners had had a good year, selling 44% more fish this year than last—and 1958 was not a bad year either.

Presumably, too, the seiner owners, who fish usually under previous agreement with individual canners, sold the bulk of their fish at or near the $270-$230 base price which satisfies both owners and fishermen.

It is the San Diego clipper fleet that has bled, selling 17% less fish in tons, and at auction prices that sank to bases of $200 a ton for Skipjack and $240 a ton for Yellowfin, with little bidding at the auctions.

Research Institute Pioneers, Dr. W. F. Thompson, left, and Clinton E. Atkinson, were the original incorporators of the American Institute of Fishery Research Biologists, which currently is passing from the organizational to the developmental stage throughout the United States and Canada. Dr. Thompson is first president of the Institute.

Fishery Research Biologists Form Professional Institute

● Conceived by a group of Pacific fisheries biologists, the American Institute of Fishery Research Biologists this summer is expanding from the organizational stage into development throughout the United States and Canada.

With the national framework completed, the Institute is now designating local working districts, the first of which was formed in June in the Pacific Northwest.

Dr. W. F. Thompson, eminent fisheries biologist, is president of the Institute. F. Heward Bell, assistant director of the International Pacific Halibut Commission, is secretary-treasurer. Dr. Kenneth D. Carlander of Iowa and Dr. John L. Hart of New Brunswick, Canada, with Dr. Thompson comprise the board of control.

Purposes of the Institute are stated by its officers thus:

"1. To promote the conservation and proper utilization of fishery resources by advancing the theory and practice of scientific fishery biology.

"2. To maintain high professional standards; to recognize achievement; and to adhere to a code to be known as 'Principles of Professional Conduct for Fishery Biologists."

They comment further:

"The growth of population throughout the world is placing heavy demands upon our natural resources, including fisheries. Maintainings of stocks of fish has become a critical necessity for many nations. The biologists sciences must be directed to fisheries problems to answer this challenge and provide a sustained supply of fish for both the economic and recreational needs of the people. To give substance and distinction to the vital field of fisheries biological research, this professional society was established."

"Paramount" Converted

Paramount, 132' former tuna clipper being converted to a seiner, had a new Bendix direction finder installed aboard last month by Fellows & Stewart of Terminal Island, Calif. She is being converted by Larson Boat Works, Terminal Island, and will be skippered by Anton Misetich, former master of the *Anthony M* and one of the leading purse seine operators.

Sea Front at Manta, Ecuador, where the remote equatorial town clings to a narrow strip of beach between the open ocean and the coastal desert, where Van Camp enterprise has created a modern tuna plant.

Magic in Ecuador

Despite Baffling Handicaps, a Van Camp Crew Rebuilds a Tuna Plant in 3 Weeks

● Completely to reorganize a tuna canning plant in three weeks is an achievement to be proud of anywhere in the world—

But to do such a job in Manta, Ecuador, is little short of magic.

For Manta is an out-of-the-way seaport where equipment and materials can be brought in only under serious difficulties; where trained men are very scarce; and where for Americans there is the language barrier besides.

Yet the job was done, with surprising smoothness at the Manta plant of Industria Ecuatoriana Productora de Alimentos, Compania Anonima—*Inepaca* for short — a wholly-owned subsidiary of Van Camp Sea Food Co. of Port of Long Beach, Calif. (The full name means Ecuadorian Food Production Industry, Inc.)

A Full-Scale Job

● The Manta job was no mere realignment of tables.

When Van Camp acquired full ownership it found a fantastic merry-go-round of misplaced equipment, chopped-up working space, doubling back in production, equipment shortage, partitions where they didn't belong, and none where they were needed.

It was necessary, among other things, to move an entire fish reduction plant from one spot to another on the site; to roof over open areas; to demolish a massive concrete foundation and build others; to add office space and some processing equipment; and to remove partitions and build new ones. Total shut-down time: three weeks.

Under the overall administration of Gilbert C. Van Camp Jr., president of Inepaca, the work was planned by Gene Mattson, vice-president and general manager. Actual supervision was entrusted to Jack Kramer of Terminal Island, assisted by Roy Tarket and Francisco Lopez.

INEPACA, equatorial outpost of the Van Camp Sea Food Co., on the ocean front at Manta, Ecuador. Fish are landed through the surf and delivered to the cannery at the receiving dock at the right of the picture.

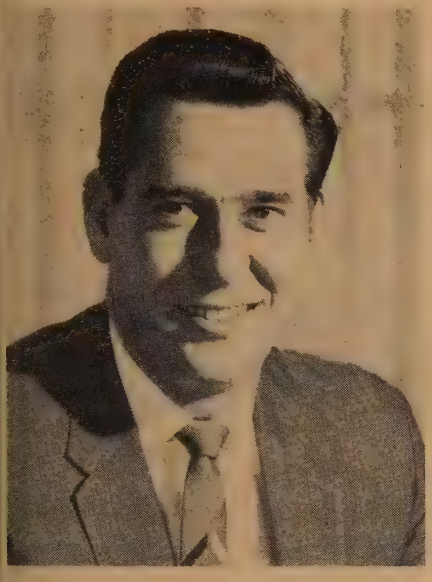
Modern, Streamlined, Efficient

● As it stands now, the plant is a modern, efficient, straight-line production unit, handling about 20 tons a day of top-quality tuna, packing it in half-pound and four-pound cans.

The plant building faces the bay front, and fish is received through a front entrance, where it is taken from trucks by means of an electric hoist, and weighed at the receiving station.

Now that sounds simple. But at Manta there is no deep-water dock, so everything that comes into the town by water — including fish — is lightered from the anchored boats over the surf to the water-line, then transferred from the lighters to trucks and hauled to the cannery platform. *There's an extra difficulty in everything you do at Manta.*

But as this is written management is about to eliminate these troubles by acquiring two surplus U. S. Army "ducks", amphibious vehicles which will move the fish direct from the boats to the cannery platform without any transshipping whatever.



V. E. Mattson is vice president and general manager of INEPACA, and also assistant sales manager of the Van Camp Sea Food Co.

On the cannery floor, the fish is moved on wheeled racks down a short passage to the cookers. New partitions were built between the cookers and the cleaning room, and in front of the refrigeration area. The refrigerators have capacity for about 200 tons of fish. Refrigeration is by circulating brine system.

The cleaning line now looks just about like any cleaning line in an American tuna cannery. The women, in neat white caps, deliver cleaned loins to trays in the middle of the table, and full trays are replaced with empties by men, while experienced foreladies check production and keep an eye on quality.

INEPACA Staff at Manta — Jack Kramer, left, veteran Van Camp cannery superintendent, with Roy Tarket, center, handled the cannery reconstruction job on-the-spot. Daniel Huffnagle, right, is quality control director at Manta.

Loins are cut on a guillotine placed between the cleaning and packing areas and operated by the men who handle cleaning-table trays.

The packing and closing operations have been streamlined. Cans are now fed by gravity from a mezzanine storeroom and can-forming department, which is a direct adaptation of the system devised a generation ago to solve the can supply problem for Alaska salmon canneries. The method which solved a thorny problem for packers on Bering Sea in the 'Twenties operates with equal effectiveness on the Equator in the 'Fifties.

The cans are delivered to the plant in collapsed form, five can bodies coming in the space which one fully-formed can requires. In the can loft the bodies are re-formed and flanged by four American Can Co. reformers, while two seamers finish the cans by applying the bottoms, passing the completed cans to the canning line on the floor below, where there are three double-seamers to close the filled cans.

(This is one of the reversals which eliminated a bottleneck in the old cannery, when there were three bottom seamers and only two closers for the filled cans.

The two gravity can conveyors—one for 4-lb. and one for halves—were built by the cannery crew. The conveyors are as short as possible to cut travel distance to the minimum.

A High-Quality Pack

● All packing is done by hand, although management is considering bringing in automatic packing machines for halves.

It must be said that Ecuadorian tuna makes a beautiful pack. The fish is top quality, with a uniform light color and firm texture that is bound to make a hit with the customer opening the can. The women are skillful workers and have learned very well how to make an attractive pack.

Closed cans move directly by conveyor from the closing machines through a wall opening to the retorting area beyond.

Cans are cooked in baskets holding 800 halves or 324 four-lb. cans, in four vertical retorts and two horizontals. For some reason that nobody has explained, the horizontal retorts were mounted on a high concrete base, which made theme extremely hard to get at. The base was broken up and removed. There being no handy place to dispose of the rubble, a hole was dug and the concrete was buried on the spot.

The fish-meal press and dryer were picked up bodily and moved off to a corner of the plant site. Considering the shortage of heavy equipment, this was no small job.

One of the few pieces of new equipment installed in the reorganization is a can-washer, built by the plant crew, where cans are washed in hot water and cooled in cold. This is an automatic operation, cans moving through the washer and out of it by conveyor.

Most cased goods packed at Manta are exported to foreign markets. However, some are labeled and sold in Ecuador under the *Monte Cristi* label, a brand with good local appeal, as Monte Cristi (Mount of Christ) is a

THREE PHASES OF THE OPERATION AT MANTA — **Refrigeration** is provided by Caterpillar diesels and Kohlenberger compressors. Hilling capacity is 200 tons. **Cleaning** of tuna for canning is shown in the middle photo. Workers are intelligent and workmanship good. **Cutting** the tuna to can size is seen below, with background views of the cannery in general.

headland up the coast a few miles from Manta, a landmark well known in Ecuador. Labeling is done in a warehouse building separate from the processing areas, on a Standard-Knapp automatic horizontal labeling machine.

An Outdoors Country

● Only for sanitary reasons and for protection from the sun is it really necessary to put plant operations under roof in Manta. The coast of southern Ecuador, like that of Peru, is dry, and rain is rare, although it rains hard in Guayaquil, 100 miles inland.

The prevailing style of architecture in Manta is a framework of very hard, heavy native wood, with partitions of "estera", woven split cane. Commercial and industrial buildings, and the fancier homes, are plastered over the estera, making walls as weatherproof and lightproof as stucco. At the cannery, the processing buildings are plastered, the warehouse plain split estera, with a concrete-block wall three feet high or so around the bottom.

The roof placed over formerly open areas is of Eternite, a corrugated asbestos cement material that makes a weatherproof, lightweight, heat-resistant cover.

The framing wood, incidentally, is so hard that it is a major project to drive a nail into it. By the same token, nails once in are in to stay, and framing is stout. The split estera construction is well suited to the earthquakes; the buildings roll with the quake, and damage, if any, is slight.

Close Quality Control

● Refrigeration is provided by two Kohlenberger compressors, made in Fullerton, Calif., one an N-50-A model and one larger, driven by two Caterpillar six-cylinder 75-KW D-13000 Diesel-electric units.

Quality control and sanitation are now practiced regularly and systematically, under the supervision of Daniel Huffnagle who was brought down from California to set up the routines.

Mr. Huffnagle set up his quality control station on the packing line, and watches the pack as it is made, besides taking random samples of closed cans for analysis in the usual way. His work ties in closely with that of Erich Ebbrecht, new superintendent of cleaning and packing, a veteran of the European and South American fish processing industries.

Fish From Bait Boats

● Fish is sold to the cannery by a fleet of 22 bait-boats, most of them 30 to 50' long, and all individually owned by independent Manta fishermen. There are also several larger boats, at least one of which is being equipped with refrigeration to enable it to make longer trips and bring in bigger fares.

These boats, like all bait-boats, are handicapped in that they can catch fish only when the fish bite. Sometimes in Southern waters, fish are plentiful but won't bite, and Manta

fishermen are too apt to tie up in port until somebody reports that fish are biting again. There is great interest among fishermen in some sort of a combination boat, from which fish can be caught by pole or net. It is safe to predict that it is only a matter of time until such boats will be in operation in South American waters.

Bait nets are now mostly cotton, but many are being equipped with nylon strips, and nylon is steadily coming into use.

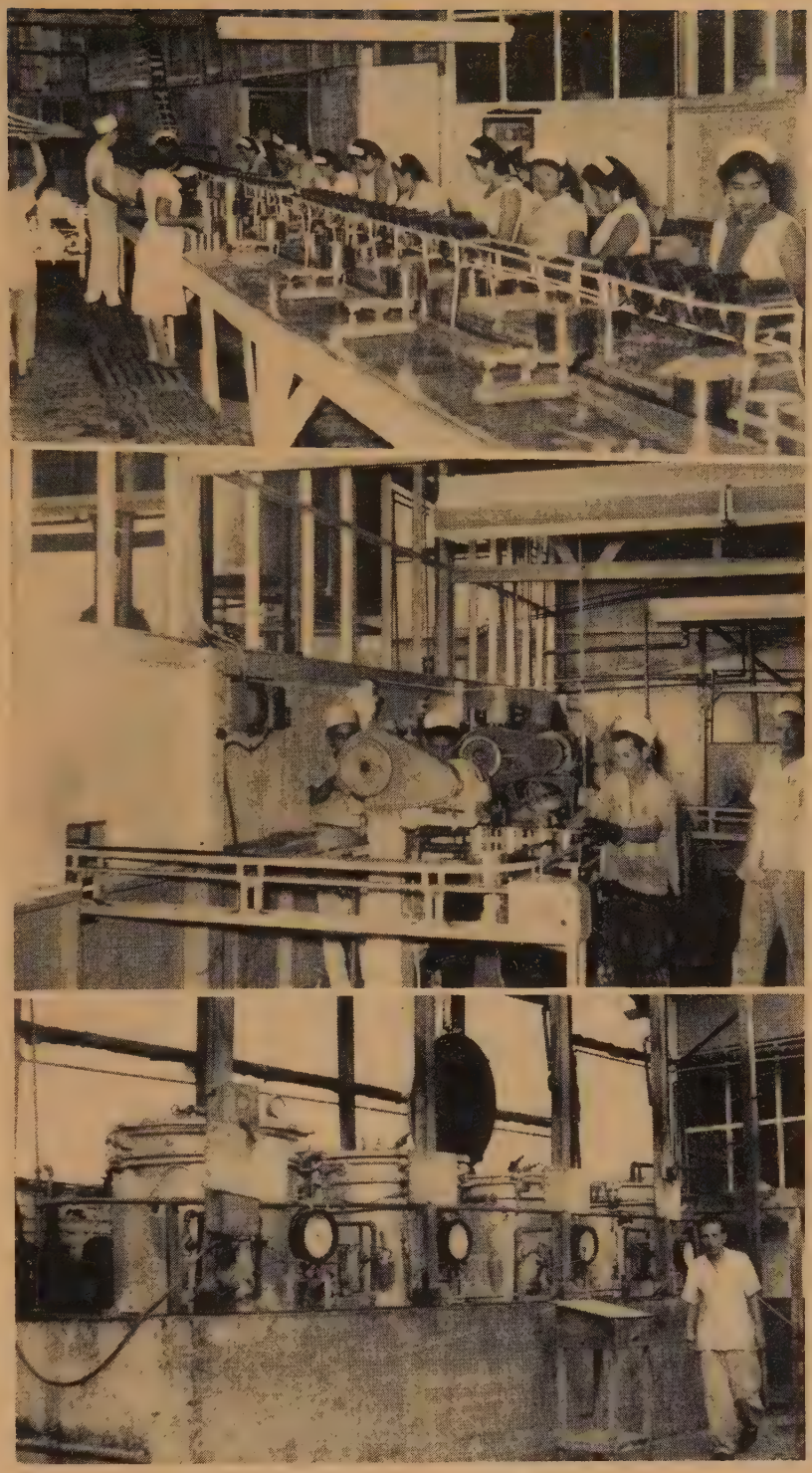
Until recent years, South American fishermen have been among the lowest-paid workers in their local communities. When U. S. firms began establishing canneries in South American countries, local fishermen were paid the highest wages they had ever received, more than most other workers including white-collar people. This upset the communities' social scale, and it was resented, the communities blaming the U. S. firms who paid the wages.

But by dealing with fishermen as independent businessmen rather than as employees, *Inepaca* management strives to keep clear of local social issues, meanwhile exercising patience until time and a rising standard of living solves the problem naturally.

Management, Mr. Mattson says, is aware of its responsibility to the republic in which it operates, and is also appreciative of the co-operation shown by the Government and people of Ecuador. It is management's intent to use Ecuadorian labor and supervision to whatever extent possible.

A big improvement will be a new 6,000-ft. breakwater to be built at Manta. The money is appropriated, the contract let (to an Italian firm) and the resident engineer, Mr. McCarthy, is in Manta impatient to start work. This will be when the money is actually made available.

Supervisors at Manta: Vincente Tamariz, left, "administrador," and Erich Ebbrecht, superintendent of cleaning and packing.



FEATURING FOUR-POUND CANS AT MANTA — **Filling** four-pounders is shown in the upper picture. **Seaming** the big cans is handled by these semi-automatics. Note that the closed cans pass through the wall into a separate room for processing. **Retorting** is handled in the four verticals at the bottom, supplemented by two horizontals. Instruments provide precise control and record of processing time and temperature.

Meanwhile, *Inepaca* is helping the situation by building a new, stout concrete driveway at the cannery dock.

Making Foreigners Feel at Home

● Any visitor to Manta is bound to be impressed by the high morale of *Inepaca* people. No doubt this is largely due to *Inepaca's* "company house".

Inepaca owns a big, cool, roomy two-story house facing the bay, and has remodeled it pretty much like a fraternity house. There are several bedrooms or dormitories, containing from two to six or eight beds each; plenty of bathrooms; a comfortably-furnished living-room; and a complete

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ANTONIO ZOLEZZI

conocido capitán propietario del callao, Perú

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Sr. Antonio Zolezzi, propietario de los conocidos barcos Virgen del Carmen, Virgen del Pilar, Virgen María y otros más, es uno de los principales magnates de las industrias pesqueras del Perú. El Sr. Zolezzi actualmente está edificando su propia fábrica de harina de anchoveta en el Callao.

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Bernhardt J. Buers, chief engineer of the INEPACA operations.

kitchen with all modern housekeeping appliances; all managed by Miss Brunnhilde Nottbohm.

Besides being an efficient manager, Miss Nottbohm knows how to get along with everybody. Born in Guatemala, she speaks perfect Spanish, but no English. Yet she manages well with guests who speak nothing but English.

Cannery workers, and some supervisors, are Ecuadorian, including the "administrador", Vicente Tamariz, whose position is that of general manager of all matters not directly involved in production. Mr. Tamariz is a remarkable man in many ways. He is probably the tallest man in Ecuador, well over six feet in a country where the average is nearer five. After serving successfully as Director of the Customs office in Manta, he went to work at the cannery as a laborer. He didn't stay long at the foot of the ladder. He worked his way up steadily to his present post. He is widely known everywhere in Ecuador, and besides doing a capable job at the cannery he is an excellent liaison between the plant and the community.

Notable Adelanto en Manta, Ecuador

● El reorganizar casi por completo una planta empacadora de atun es obra que por ordinario requiere meses de estudio y trabajos.

Sin embargo, en Manta, Ecuador, la gerencia y el personal de la Industria Ecuatoriana Productora de Alimentos (Inepaca) realizaron tal obra en justamente tres semanas.

Entre los trabajos que se llevaron a cabo en la Inepaca se cuentan el cambiar de local a muchos de los equipos mayores de la planta; hacer y deshacer paredes y construcciones; demolir por completo los cimientos que soportaban dos cocedores grandes; pasar de un sitio a otro la prensa, molino y cocedor de harina de pescado; edificar nuevas oficinas para la direccion de la planta; y otras tantas tareas por el estilo.

Los trabajos fueron necesarios porque la planta habia desarrollado sin plan fijado, y por consecuencia de la colocacion de los equipos, la planta no funcionaba con completa eficiencia.

Hoy dia, en cambio, la planta de la Inepaca se encuentra en forma moderna, eficaz, bien dispuestos los various equipos para sacar el maximo de producto con el minimo de esfuerzo y gasto.

El producto de la Inepaca, es decir el atun en lata, es de primera calidad, debido a la excelencia del atun ecuatoriano y al acertado trabajo de los operarios, que luego se han acomodado a los metodos modernos que ahora se emplean.

Ademas de la reconstruccion de la planta, se ha puesto en efecto un procedimiento moderno para control de calidad del producto. Se realizan pruebas continuas del pescado tanto antes como despues de envasar, garantizandole al publico que la calidad de los productos Inepaca es invariable y excelente.

Bajo la gerencia general del Sr. Gilbert C. Van Camp hijo, presidente de la Inepaca, los trabajos de reorganizacion fueron dirigidos por Sr. Gene Mattson, vice-presidente y gerente general. La superintendencia se puso en manos de los Sres. Jack Kramer, Roy Tarket y Francisco Lopez, quienes llegaron de California con especial encargo.

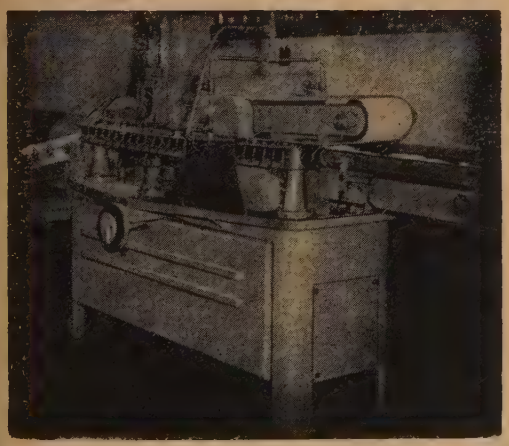
El administrador de la planta es don Vicente Tamariz, que fue director de aduana en Manta y es persona muy bien conocida no solo en dicho puerto sino en Quito y todo Ecuador. Sr. Bernhard Buhs es jefe de operaciones, Sr. Daniel Huffnagle se encarga de control de calidad, y Sr. Erich Ebbrechts dirige la preparacion y envasamiento del atun. Casi todos los empleados de la planta, inclusive jefes de secciones, son ecuatorianos.

Taku King Escapement Heavy, Taggers Report

Approximately 1700 King salmon have been captured by means of a fishwheel and 1600 tagged by the Alaska Department of Fish and Game biologists at the Department's Canyon Island Research Station on the Taku River, Walter Kirkness, head of the commercial fisheries division, stated. This is almost three times as many as ever taken in a previous season.

In the nine years that the fishwheel has been in operation by the department, 600 King salmon is the largest number ever taken in one season, Kirkness said.

This indication of a good escapement, plus generally good fishing by the gill netters on Taku Inlet, is an encouraging step in the maintenance of an adequate run of Kings in the Taku River system.



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PACIFIC Fisherman's NEWS

JULY 1959

International Coast-Wide Fisherman's Federation is Objective of Nov. Meeting

● A coastwide meeting of all organizations of fishermen and allied workers on the Pacific Coast of the United States and Canada for the purpose of forming a general federation is being projected for November, 1959, at Seattle.

This project crystallized at a meeting held in Seattle May 15. Called a Regional Northwest Conference, it was the outgrowth of discussions held during the International Longshoremen's and Warehousemen's Union convention in Seattle during the spring. Chairman of the conference was Joe Jurich, secretary-treasurer of ILWU Local 3.

Specific proposal for the coastwide meeting was made by A. L. Gordon of the United Fishermen and Allied Workers Union, Vancouver, B. C., after the matter had been discussed favorably by William Gettings, ILWU; Joe Valich, Puget Sound Vessel Owners Marketing Association; Clarence Nordahl, Deep Sea Fishermen's Union; and others.

It is planned to organize the coastwide meeting through two committees, representative of organizations in British Columbia and the Pacific Northwest States, and California. Committee members will determine what organizations in their respective areas should be invited to attend.

The Pacific Northwest sponsoring committee will include Nordahl, Gettings, Jurich, Carl Liden of United Fishermen's Union, Vancouver, B.C.; and Jim Fantz, ILWU, Portland.

Other sponsors will be named from the Puget Sound Reefnetters, Puget Sound Gillnetters, and ILWU Local 37.

Invitations to provide sponsors are being given to the Alaska Fishermen's Union and the Columbia River Fishermen's Protective Union.

Johansen in Geneva

George Johansen, secretary-treasurer of the Alaska Fishermen's Union, was in Geneva, Switzerland, during June attending the International Labor Organization conference as a member of the American Section.

By the middle of June the conference had adopted the draft texts of three treaties affecting fishermen. These treaties concern:

1. Minimum age for admission to employment as fishermen;
2. Medical examination of fishermen;
3. Fishermen's articles of agreement.

First Albacore Taken June 1 Off Arguello

● California Department of Fish & Game marine biologists have for the third year in a row predicted the time and place where the first Albacore run would show off the California coast.

The prediction was made in May that the fish would show up near Pt. Arguello June 5, and sure enough, the first school showed up 85 miles northwest of the point, spotted by the department's research vessel, *N. B. Scofield.* It had departed Terminal Island on a predetermined course June 1 and found the school just as predicted. The commercial fishing fleet was alerted by radio and immediately boats from Morro Bay and San Pedro set out to harvest the longfins. The initial run was said to be scattered over a tremendous ocean area.

Tagging studies, log books kept by commercial fishermen, and oceanographic studies are some of the keys with which biologists have unlocked the secrets of the Albacore's migrations. It has been shown that they are present off California when the run is on in a very narrow range of ocean temperatures — 60 to 70° — from which they rarely stray.

In previous years, the earliest run of Albacore approached California from the general direction of northern Mexico. However, warm water conditions, which have prevailed for the last two years, have apparently pushed the runs much further north.

Dogfish Bounty Draws Closer in Congress

Bounty of $15 a ton on dogfish, or 15¢ per lb. for their livers, drew measurably closer about the middle of June when the U. S. Senate Committee on Interstate and Foreign Commerce, of which Senator Warren G. Magnuson of Washington is chairman, recommended passage of the measure, amended to include a starfish eradication program needed by the Atlantic Coast oyster industry and other branches of the fisheries.

The Magnuson measure is designed to reduce the dogfish population at an annual cost of $345,000, of which $75,000 would be for research designed to develop new markets and uses for dogfish.

Senator Magnuson estimates the present loss in time and gear alone due to the abundance of dogfish approximates $2,200,000. In addition, the biologic loss as result of the predation of enormous numbers of dogfish on salmon, halibut and other valuable food fish passes computation.

Murphy to Attend World Sardine Congress

Garth I. Murphy, coordinator, California Marine Research Committee, will attend the World Sardine Conference in Rome in September, it was decided at the last meeting of the committee.

It was also decided that the next meeting of the committee will be held at LaJolla in July, immediately following the annual sardine conference. The 1960-61 budget will be discussed.

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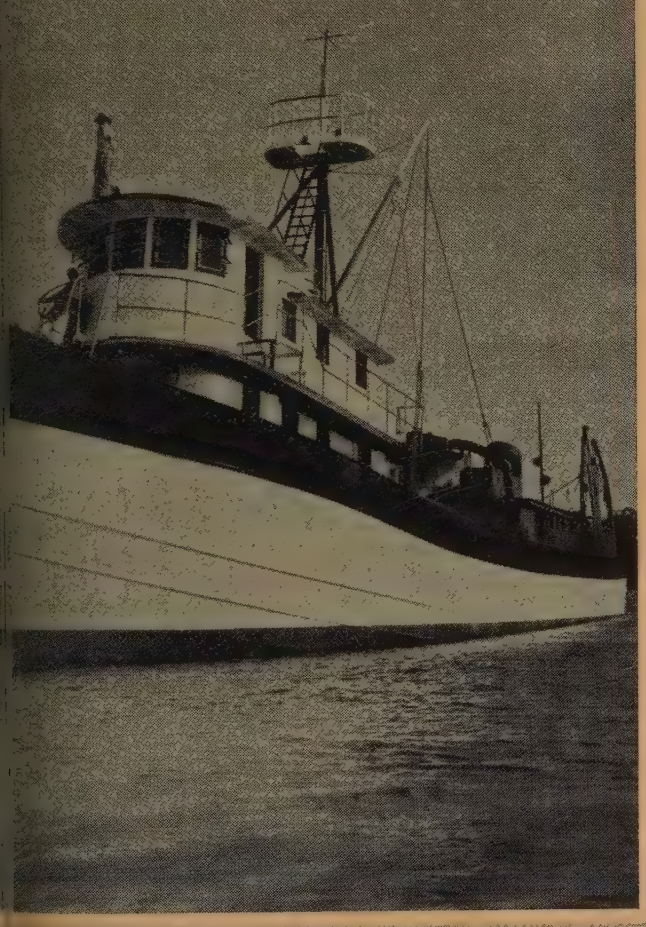

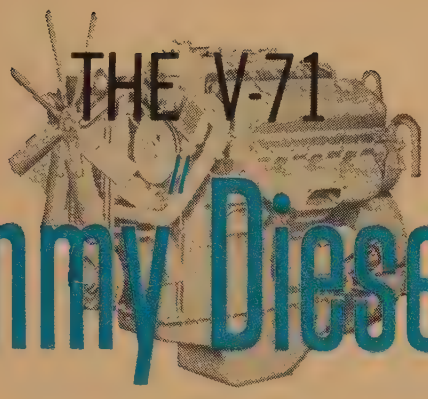

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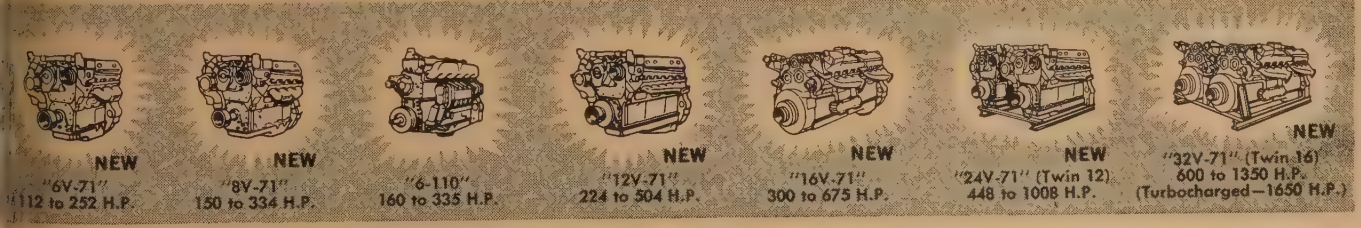

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Halibut Closings "Somewhat" Late; "Considerably" Early

● "Somewhat" later for Area 2; and "considerably" earlier for Area 3A.

That's all that F. Heward Bell, assistant director of the International Halibut Commission would say on the subject of fishing closure up to the time this issue went to press late in June.

Thus, the Local area would be "somewhat" later in closing this year than last because the first trip had been reduced by diversion of many of the larger boats to Area 3B and also 3A; because the June weather in Area 2 had been foul to a degree not matched in years.

● Area 3A, however, would close "considerably" before the 1958 date —which was August 31.

Fishing out there was good, with the first trips averaging somewhat larger than last year, *and made in much less time.*

By the end of June the productivity of Area 3A was beginning to show the effect of the fishing intensity to which the stocks had been subjected earlier. The result was a tendency for Area 3B again to become attractive.

As result, there were a number of boats sure to be in Bering Sea by July 1.

● The Halibut Commission was not anticipating much production from the second season in Area 2 this fall, for the inside waters of Southeast Alaska and the Goose Island grounds will not be open for the second fishing period.

The Commission's research charter vessel *Alveredy* in her early June trip tagged west along the Alaska Peninsula and the inner Aleutians to beyond Makushin Bay; and then left on a comprehensive trip over the Flats in the great triangle of shallow water bounded by Unimal Pass, the Pribilofs and the inner end of Bristol Bay.

Pacific Fisherman's NEWS

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FIRM **Columbia River Packers Assn. Vancouver, Washington**

21,600 hours on RPM DELO OIL before overhaul

Operating at top speed 90% of time, MV Triton (above) ran 9 years on RPM DELO Oil for Columbia River Packers Association, Vancouver, Wash., before overhaul. One of three pickup boats in operation, this 48-footer collects from 12 to 16 tons of fish per trip from fishing boats for delivery to Ellsworth Station. 160 h.p. Graymarine engine, overhauled in 1956 after 21,600 hours, had no carbon, lacquer deposits or stuck rings, and no rust despite fact Triton had sunk seven times in service.

Station Mechanic and Launchman George Lane reports: "RPM DELO Oil has never let us down. It keeps our engines in top running condition with no corrosion or sludging problem. That's important because, when the fleet is working, the catch must be collected by these boats as fast as possible. Any poor engine performance or breakdown could cause the catch to spoil on the way to the cannery."

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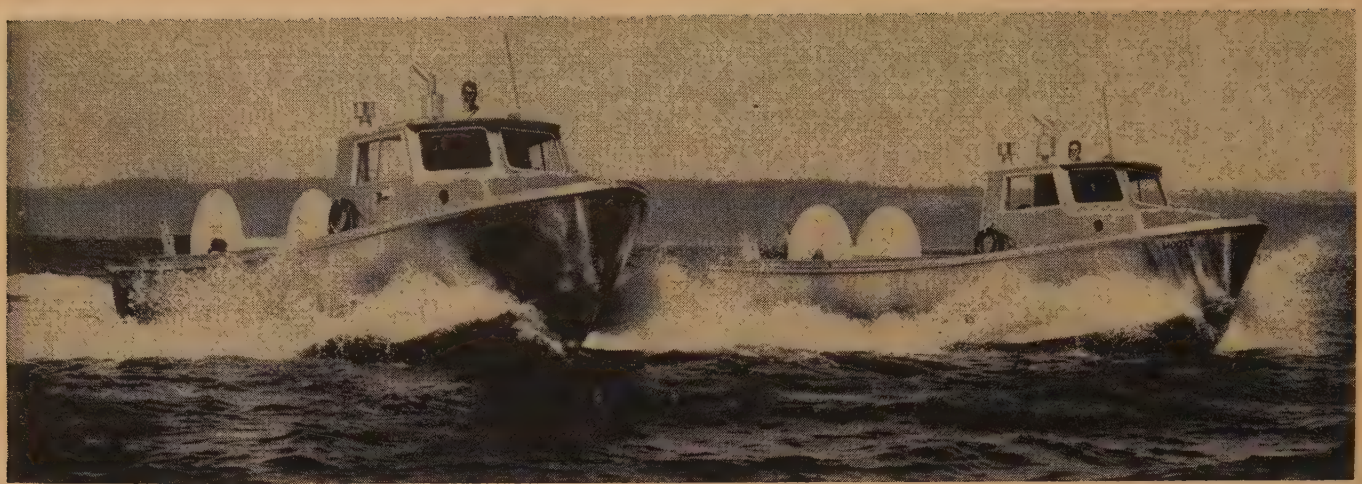


COMING at you, these Marco gillnetters show how their capable bows rise with speed and shoulder-off the bow wave without taking it aboard. The gleaming hulls are unpainted, being made of Kaiser corrosion-resistant, weldable aluminum alloy.

Aluminum Gillnetters

High Speed, Low Maintenance, Light Weight, Extra Capacity Corrosion-Resistant, Cleanly

Capacity Comparison between one of the Kenai aluminum gillnetters and a conventional wooden reel boat is provided by this photo. The boats are of approximately the same length. Note the depth of the **Alaska Star's** hold, in which Jim Kelly, Marco sales manager, is standing upright.

● Aluminum vessels entered Pacific fishing this summer, laden with possibilities for the future.

Those who know them best are convinced they will prove one of the significant answers to the Alaska problem of reaping the salmon crop without traps, economically, effectively, and with quality fully protected.

Aluminum fish boats? How many? *Ten.*

What kind? *Gillnetters.*

How big? *Thirty-two feet.*

Where for? *Cook Inlet.*

Who for? *Kenai Packers.*

Built by whom? *Marine Construction & Design Co.*

● Next question about the boats almost certainly will ask if the aluminum will not be subject to destructive corrosion in saltwater; and, if not, why not.

The boats are built of Kaiser aluminum Alloys 5083 and 5086, which are (1) highly resistant to saltwater corrosion and (2) specially adapted to welding fabrication. Corrosion-resistant alloys of aluminum have been available for some time, but only in recent years have the problems of

GOING, the Kenai aluminum gillnetters get up on the water at 15 knots and show the clear run, without secondary wave and the high freeboard which assures remarkable fish hold capacity. Stern rollers are free-running, but not powered.

aluminum welding in boat construction been overcome.

Seven years of testing the naked metal in saltwater conditions have proven experimentally that corrosion of these alloys can be negligible.

Aluminum Advantages Enumerated

● Next question is sure to be: Will they stand up? To this Marco builders answer that for the seven-month menhaden fishing season of 1958 the Smith Enterprises fished 78 menhaden 34′ skiffs built of a similar alloy with such complete satisfaction that full replacement of steel menhaden skiffs with aluminum is now in the program for this fishery — America's largest from the tonnage standpoint.

● Next question: What are the advantages of aluminum in gillnetters such as the 10 that Harold Daubenspeck bought this year for his Kenai Packers?

They are numerous, but most of them derive from two prime elements: (1) light weight; (2) low maintenance.

From light weight resulting from use of aluminum you get: *speed,* approximating 15 knots; *capacity,* which is calculated at 27,000 lbs. in the hold, with 8″ of freeboard remaining, almost twice that of the standard Bristol Bay gillnetter.

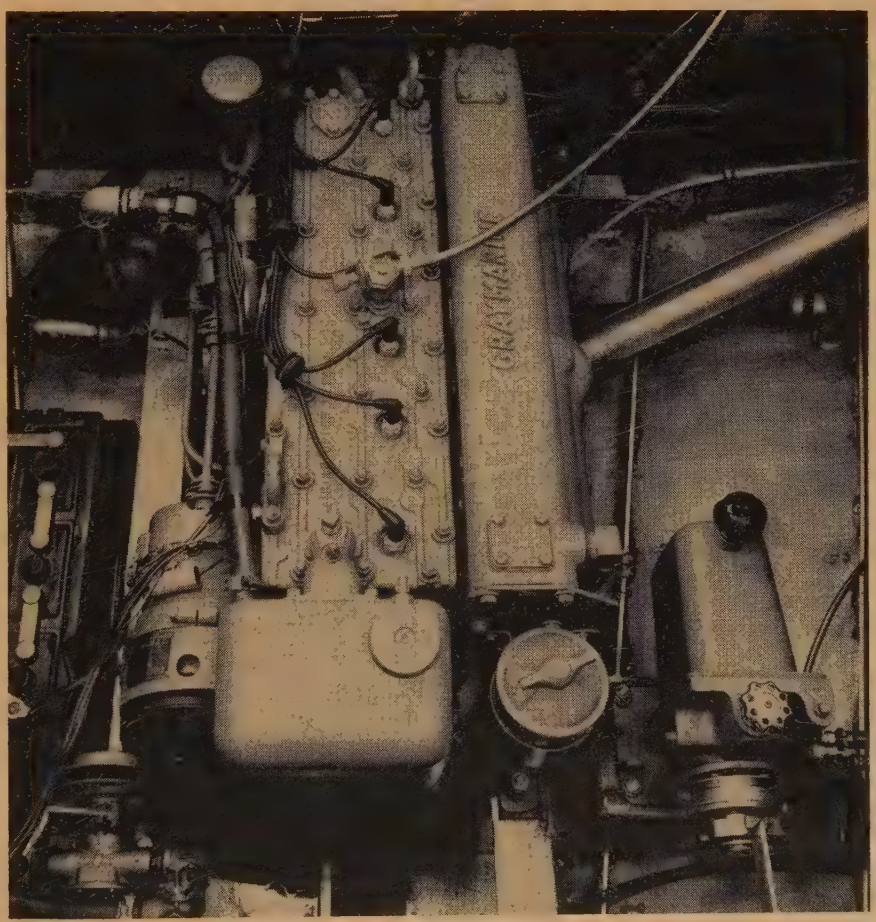
Upkeep savings derive from: *rot elimination;* use of material which is *corrosion-resistant;* a hull which renders *re-caulking unnecessary;* a boat on which there is *no painting,* save a little inside the house for appearance sake.

● Above are advantages which derive from the physical characteristics of Kaiser aluminum in its weldable, corrosion-resistant alloys.

Add to them many others which stem from Marco engineering and design, or in part from the products of thought and know-how and in part from the physical characteristics of the material with which they work.

Outstanding here are the sanitary fish holds, where Marco has added to the obvious advantage of a smooth, impermeable material by design which eliminates gurry-catchers and hard-to-get-at corners, permitting the entire hold to be swept with a hose, and a provision of a pumping system to clear it as well as clean it.

● Safety is another point. Tests show that the aluminum alloy employed, in the gauge used, is more ductile and resistant to puncturing than steel of any gauge which could possibly be



Engine Accessibility is a feature of the Kenai gillnetters. Features of special interest in this view of the 165-hp. Graymarine include the Jabsco pump drive and assembly, lower left; the Dyno battery just above; and the Vickers hydraulic power pack on the right, which drives the net roller.

the man from G.P. is here...

When tough lube and fuel problems keep their boats tied up, smart commercial skippers call the man from G.P. **He knows marine engines.** And he's not afraid to take off his coat, roll up his sleeves and get a power plant running the way it should.

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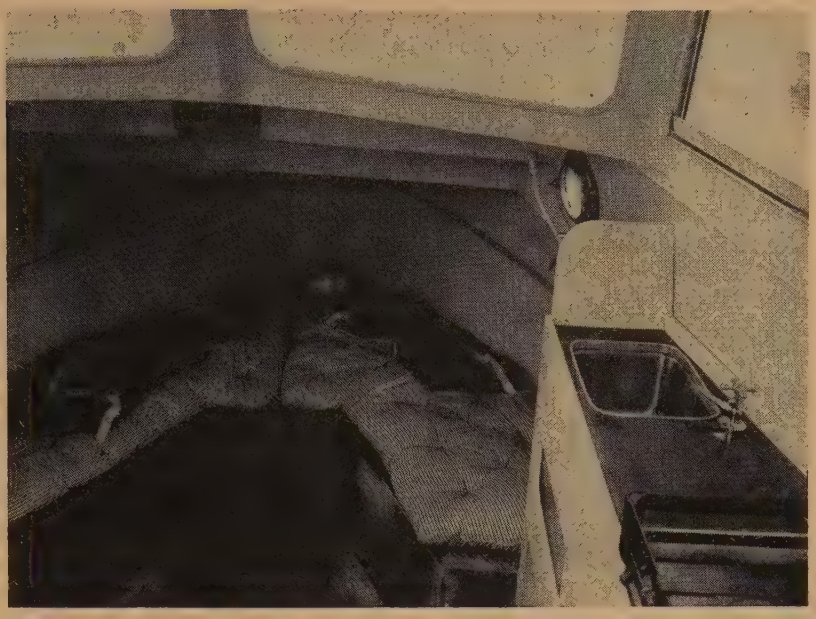
used for craft of comparable character. Furthermore, the Kenai craft carry two flotation cells; one in the bow, where it provides reserve strength for the stem; and the other under the net deck aft. They will keep the boat afloat in swamped condition.

The Planned-In Concept

● Peter G. Schmidt Jr. and his staff at Marine Construction & Design see the new, weldable, corrosion-resistant Kaiser aluminum alloys as offering first opportunity for meeting the numerous production problems of an Alaska fishery faced with (1) lowered salmon abundance; (2) necessity for the sharpest economies in meeting the high costs deriving from low product volume and high wage rates; (3) making the catch without the traps, and (4) at a consumer price level which will not be prohibitive.

They count these Kaiser alloys today as an altogether economic boat material in the gillnetter size class, with excellent prospects of their ad-



Comfort in 32' is provided in the Kenai aluminum gillnetters. The bunks are on top of the forward flotation cell. Note fresh water and stove oil tanks above bunks. Interior is insulated with a special coating, painted over. Engine is below.

MARCO SETS THE PACE WITH ANOTHER FIRST

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The Kaar 248 is another new voice of the sea by Kaar. It's a deluxe 55 watt, 5 channel unit with broadcast band reception. The unit itself measures only 9" by 15" by 10½" and has a separate power supply for operation off 6/12, 32 volts DC or 117 volts AC. The cabinet is finished in driftwood grey with charcoal grill and hood; chrome hood optional at extra cost. It meets government specifications for "party boats" and Canadian D.O.T. specifications. Squelch control, bulkhead or table-top mounting, and a removable hood for easy servicing are among the features.

Other dependable voices of the sea by Kaar include:
37B, 44 watts, 5 channels
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ACRONIZE has been used for several years by the poultry industry to keep poultry fresh. Now, it has received government clearance for use on fresh-caught whole, headed, and gutted fish; shucked scallops; and unpeeled shrimp.

HOW ACRONIZE WORKS — Fish are attacked by bacteria. They grow, multiply, and soon cause souring, sliming, and eventually complete spoilage.

The use of ACRONIZE on fish slows down reproduction of bacteria. Freshness is maintained for much longer periods. Tests on a wide range of species prove ACRONIZE keeps fish fresh and firm 50 to 100% longer.

HOW TO USE ACRONIZE — Because ACRONIZE does *not* eliminate refrigeration, but enormously increases its efficiency, it is incorporated *in the ice.* Ice houses at major fishing ports are now, or soon will be, offering ACRONIZE in ice.

ACRONIZE is *not* a substitute for proper sanitation. On the contrary, sanitation practices, refrigeration, and ACRONIZE work together to *keep* fish just-caught fresh.

After ice containing ACRONIZE is crushed and loaded into bins, standard refrigeration practices are followed. The catch is loaded into the hold, each layer is covered with ACRONIZE ice until the hold is full. With larger fish, the poke is filled with ACRONIZE ice, and then the entire fish is iced down as with the smaller species.

WHAT ACRONIZE CAN MEAN TO YOU — Fish properly protected with ACRONIZE stay ocean fresh for longer periods of time. Fish caught early in the trip can be sold at the same top prices as those caught just before returning to port.

For additional information, see your ice supplier, or write: American Cyanamid Company, New York 20, New York.

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ACRONIZE

vantages extending to larger types in coming years.

They feel that aluminum, with its light weight and low upkeep, complements the Puretic power blocks and hydraulic drives for deck and fishing gear in which the firm already specializes. With this concept, Marco is embarked upon a program of engineered aluminum fishing boat construction as an advance with ultimate potential comparable with that of the Puretic power block.

But What About the Boats Themselves?

● There are 10 of them: *Moose, Otter, Alaska Star, Beluga, Marmot, Porpoise, Chinook, Grouse, Arctic Fox, Chipmunk.*

They are 32′ long, 11.5′ beam, 31″ draft. Although these 10 craft are for use on Cook Inlet, their dimensions make the type available for Bristol Bay, or any gillnet area. Hull form is modified-V, all-welded construction, using the longitudinal framing method developed in the construction of steel tuna clippers, and now used exclusively in all steel vessels built by Marine Construction & Design Co.

Power for the Kenai boats is provided by Model 165 Graymarine gas engines rated at 165-hp. at 3,400 rpm., driving Federal cast steel 20 by 17″ propellers through 2:1 hydraulic reduction gears. Shaft is 1½″ stainless steel.

Here's where some of the Marco planned-in refinements come into the picture.

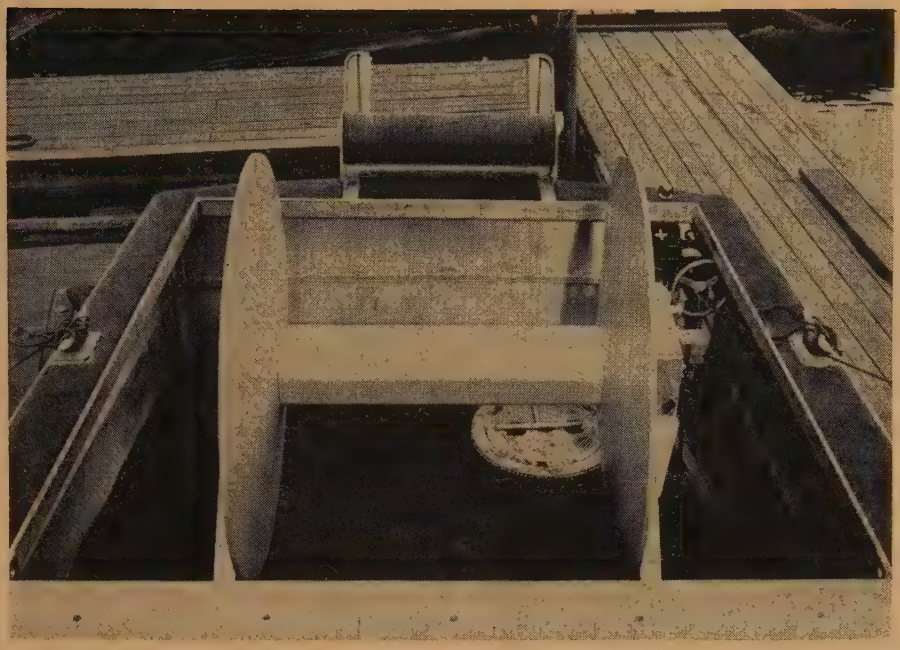
Keel cooling is provided by four special-section extruded aluminum members on the bottoms of the boats, where they serve also as hull stiffeners and rubbing keels.

Again, there are three steering stations, with Mathers engine and throttle controls. Steering is from the cabin interior; from the deck behind the house; and from the fishing cockpit.

● Foc'sle is equipped with two bunks; sink with 15-gal. built-in fresh water supply; oil stove with 8-gal. tank; 15-w. Apelco radio-hone; and sprayed-on special asphaltic compound insulation, over-coated with green paint. (This is the only paint on the boat save for the non-skid coating on the decks.)

Engine installation is under the cabin floor, with removable aluminum floor boards giving exceptional accessability for a vessel of 32′.

Pumping provisions are unusually complete, with an engine-driven 1″ Jabsco valved so the fish hold or the engine compartment can be pumped out separately, with another valve supplying a washdown hose with raw sea water at good pressure. This, together with the smooth, impermeable fish hold material and clear design, should be the answer to any sanitary problems.



Fishing Efficiency is assured by the new Marco gillnet reel hydraulic drive, specially developed for this service. For use on Bristol Bay, or wherever the reel is not desired, an hydraulic-powered stern roller or Power Block can readily be substituted for the reel.

Fishing Facilities and Adaptability

● The Kenai gillnetters, being for service on Cook Inlet, are equipped with power reels on which the entire gillnet is wound. This design is not used on Bristol Bay, and for that service a Marco hydraulic-driven gillnet roller or hydraulic Puretic power block could readily be substituted. As a matter of fact, conversion of such a boat from reel to block or roller and back again could be accomplished with outlay of but little time and expense.

Hydraulic power is provided by a Vickers hydraulic power pack, driven from the Graymarine engine. It actuates the net reel through a special two-speed hydraulic drive developed by Marco specifically for this service. It is a compact, rugged designed to meet the rugged requirements of gillnet fishing under any conditions. Beside providing high and low-speed hauling, the gear has a neutral setting, and also provides hydraulic braking for use in setting the gear.

An interesting device built into the boats is the port in the fishold bulkhead immediately forward of the net reel, and at the level of the fishing cockpit floor. This is closed with a top-hinged door on the hold side. Fish removed from the net can be pushed through it immediately into the fish hold without being lifted, and without necessity of opening the main hatch.

10 Boats With a Mission

● These 10 boats are fishing on Cook Inlet, where the competition in the first year without the traps can be expected to be as murky and as cold as the glacial water, and as fast and relentless as the Inlet's prodigious tides.

Eyes of hundreds of fishermen and operators will be on them, for in aluminum, with its light weight, high speed, large capacity, low upkeep and superior cleanliness may lie one answer to the problems of catching cost, which concern everyone who lives by the Alaska salmon fisheries.

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American Star shines brightly among Pacific Coast fishing craft this season as she purrs along under the flexible flow of power from her new 335-hp. Waukesha diesel. Here she coasts into Seattle's harbor after logging 11 knots on her trials.

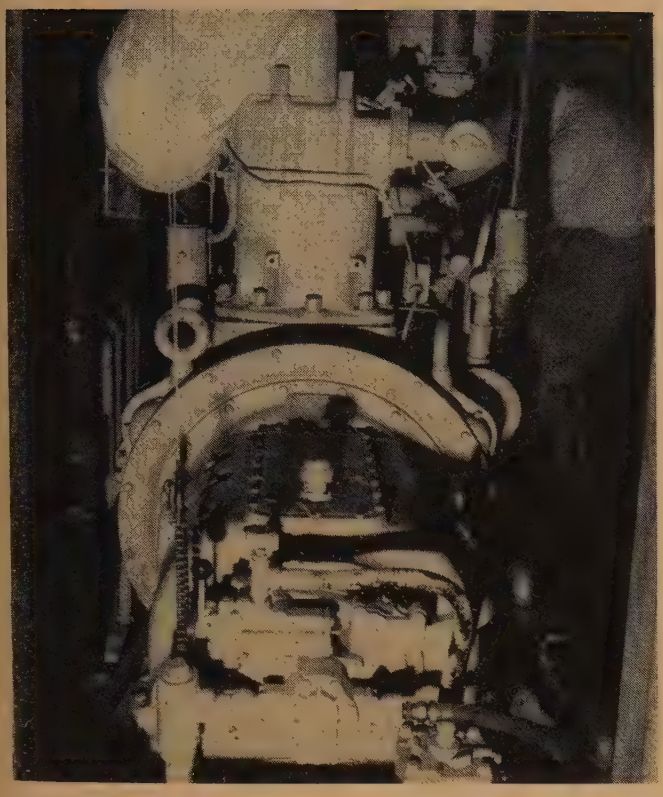
"American Star" Shines With Her New Diesel

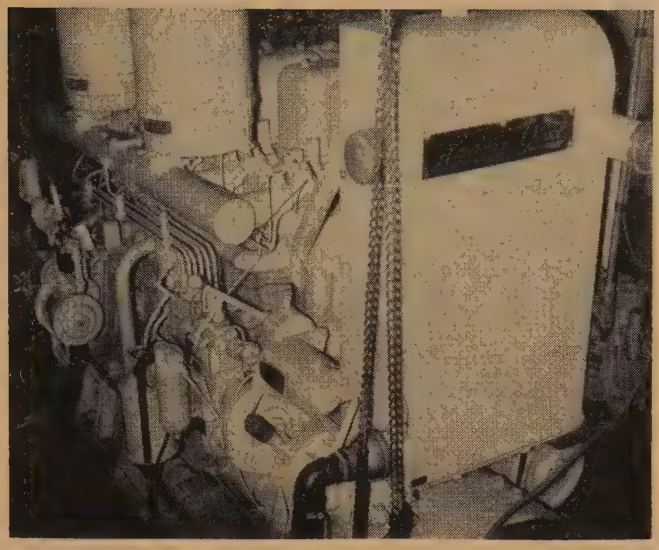
Full, flexible power from her new 335-hp. Waukesha diesel engine made *American Star* shine brighter than even before when she logged a neat, smooth 11 knots on her trials at Seattle early this summer. It brought twinkles also to the eyes of Ed and Don Hansen, owners of the 78-footer, one of the fishingest craft on the coast. Giving her new engine its first real work-out, *American Star* reached Ketchikan on her first northern run from Seattle in 60 hours. Good average fishing boat time to Ketchikan is about 72.

The 335-hp. Waukesha was the first of its type to be installed in the Pacific states, and Carl Harris of Piston Service, Inc., Seattle Waukesha dealer, prescribed it as just what the doctor ordered. The model No. is 6LRDBCM, which turns in its rated horsepower at 1,200 rpm. In the *American Star* this is cut to 400 at the wheel by a 3-to-1 new hydraulic Twin-Disc reduction-reverse gear, an MG 521 unit. Engine cylinders are six, 8½" bore, 8½" stroke. The reduction-reverse gear also was the first of its type in the Pacific Northwest, and the first T-D of this model to go on this particular type of Waukesha anywhere.

The new engine yielded full power with a purr that Ed and Don Hansen seemed to like, just as they did the colorless exhaust and the astonishing lack of vibration, despite the fact that the big seiner was light and unloaded. They have owned *American Star* since 1945. She was built in Sausalito in

Something to Smile About, and that was the new Waukesha diesel in the big seiner **American Star.** Capt. Ed Hansen, master of the vessel, is on the left, with his brother, Don Hansen, chief engineer, on the right and Carl Harris, diesel sales staff of Piston Service, who sold the engine, in between.





Two Engine Photos showing the Waukesha diesel driving **American Star.** End view shows the Twin-Disc hydraulic reduction and reverse gear, first of its model to be installed on the Pacific Coast. Control side of the big Waukesha is shown in the other photo.

1937, primarily for California sardine fishing. She followed that trade for years, but of late has been working out of Seattle and Alaska ports.

Front end of the Waukesha is fitted with a Twin-Disc power take-off from which power is provided to the anchor winch, purse winch and pumps. Chain Belt, Inc., Seattle provided this equipment.

Electrical system is 32-v., with current from a 3-kw. generator driven from the main engine, supplemented by a 1½-kw. generator on a Lister-Blackstone auxiliary diesel.

Instrumentation includes radiophone, echo sounder, direction finder, and automatic pilot.

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Many other commercial, fish and work boats of all types and sizes. Contacts in leading Pacific Coast ports. FRANK SIMON ASSOCIATES, 105 West "C" Street, Wilmington, California. Phone: TErminal 5-3101.

FOR SALE OR CHARTER: Suitable for fishing or cargo, formerly PCS; 136 ft., 50 tons, refrigeration; 75 ft. deck space; twin 6-110 GM diesels; electronics, machinery & equipment. For further information contact John H. Lenz, 3004 16th St., San Francisco, California, or telephone UNderhill 3-0145.

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Fish Canning Equipment—Sardines, mackerel cutting machines, retorts, baskets, complete labeling line—many other items. Contact Noel Singer, 260 South Beverly Drive, Beverly Hills, California. Phone CRestview 1-5181.

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WANTED: 70' to 90' Seine or Cargo boat. Wide beam. No turn table, netting, or fishing gear. Diesel powered. 10 knots or better speed. State full particulars, price, condition, etc. Robert Lorenz, 2547 Lincoln Blvd., Venice, California.

Suomela Heads Atlantic Fisheries Commission

Arnie J. Suomela, commissioner, United States Fish and Wildlife Service, and member of the International Commission for the Northwest Atlantic Fisheries, in May was elected chairman of that organization of 12 nations, meeting in Montreal.

Mr. Suomela also is a member on the part of the United States of the International Pacific Salmon Fisheries Commission, the International North Pacific Fisheries Commission, the Inter-American Tropical Tuna Commission and the International Whaling Commission.

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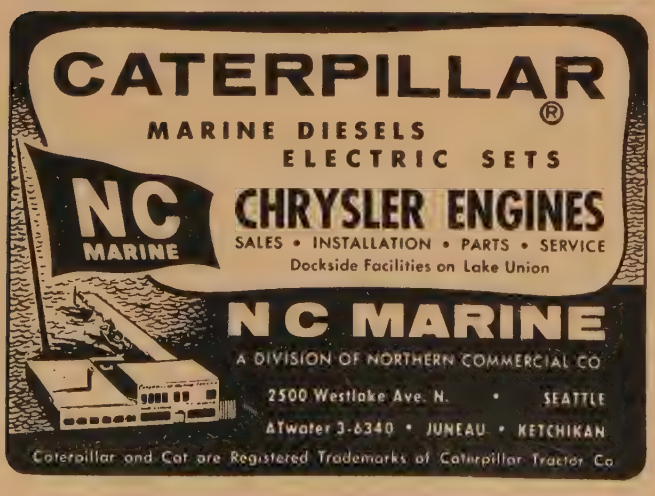
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SINCE 1903

Pacific Pink Shrimp Industry Advances in New Directions

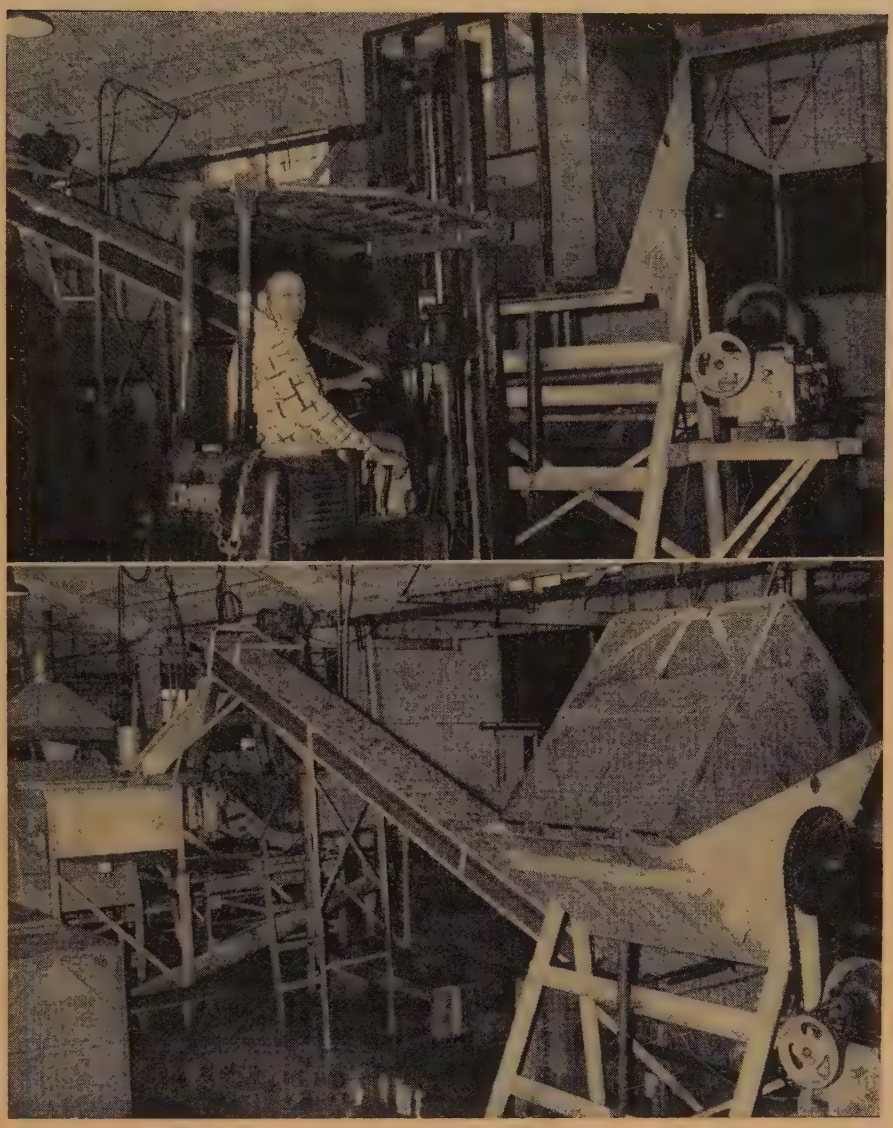
● Pacific shrimp fishing activity is on the move again. This is in a continuation of the increased activity reported last year (PF July and August, 1958), and it is a shifting of emphasis—southward from the Washington Coast to Oregon points, and northward to new developments in Alaska.

The pace slackened in the Grays Harbor area early this year. Inclement weather prevented offshore activity there and Washington plants made a slow start. New shrimp finds are reported southward near the mouth of the Columbia River, and particularly in the area still further south. Most active firm at this writing was Pacific Shrimp, Inc., at Hammond, Oregon. When a *Pacific Fisherman* staffer called there on June 1, George Moskovita reported the plant had packed 23,000 cases already this year (cases of two dozen 4½-oz. tins); and Seaside Clam Co., nearby in Warrenton, had also put up more than half that number. These operations currently appear to be ideally located, for the shrimp still being found near Tillamook Rock, a mile off Tillamook Head, south of Seaside, Ore.

Shrimping provides a changing pattern. E. H. Bendiksen Co., operating on Willapa Harbor at South Bend, Wash., is bringing shrimp into its new plant in sudden volume after the slow start. Three boats, *Mylark, Valhalla* and *Fortress,* brought in 105,000 lbs. total recently, while the plant worked round-the-clock. A fourth boat, the *Silver Star,* was due to join that fleet at this writing. Harbor Seafoods, at Bay Center nearby, has made a similar late-but-promising start to this season; and likewise Crown Packers to the north at Hoquiam.

● Six boats were fishing for Pacific Shrimp, Inc.: the *Rodoma, Nestucca, Kodiak, Emancipator, Rosanne Hess,* and *Gordon Lyle.* Seaside Clam Co. was reported to have the *Jimmy Boy, Galaxy, Sunrise* and *Kenchloe* bringing in its shrimp; and these two Oregon plants have set the pace early in the season.

Still southward a new shrimp processing operation has begun at Charleston, Ore., on Coos Bay. Unlike the other Oregon operations, which use the Peelers machines for mechanical separation of meats, the operation at Charleston by Hallmark Fisheries picks by hand for shipment to the fresh market. When *Pacific Fisherman* visited this plant the operation was on an experimental basis only, with the catch coming from the dragger *Intrepid* of Charleston (Harry Taylor) and equipped with the Pacific otter trawl rather than the new Gulf trawl in use for tiny shrimp to the north. Good quality shrimp were reported to be coming in and two more boats were due to join the enterprise with a consequent increase in the processing crew at the plant. What shrimp were landed previously in this area were trucked raw to Crescent City, Calif., for hand picking there. The meats are now being frozen fresh and sold in the San Francisco and Los Angeles areas. Shrimp are found from 3 to 10 miles offshore near Coos Bay.



SAVING SHRIMP—George Moskovita demonstrates new loading method for raw shrimp into the Peelers machines at Pacific Shrimp, Inc. Lower photo shows how after the shrimp box is in a frame, it is hydraulically tilted and unloaded. This minimizes handling of shrimp, saves labor, saves shrimp.

● Alaska operations are being improved with the addition of new shrimp peeling machines, pre-cooker, re-forming line for tins, and other equipment in the consolidated Cook

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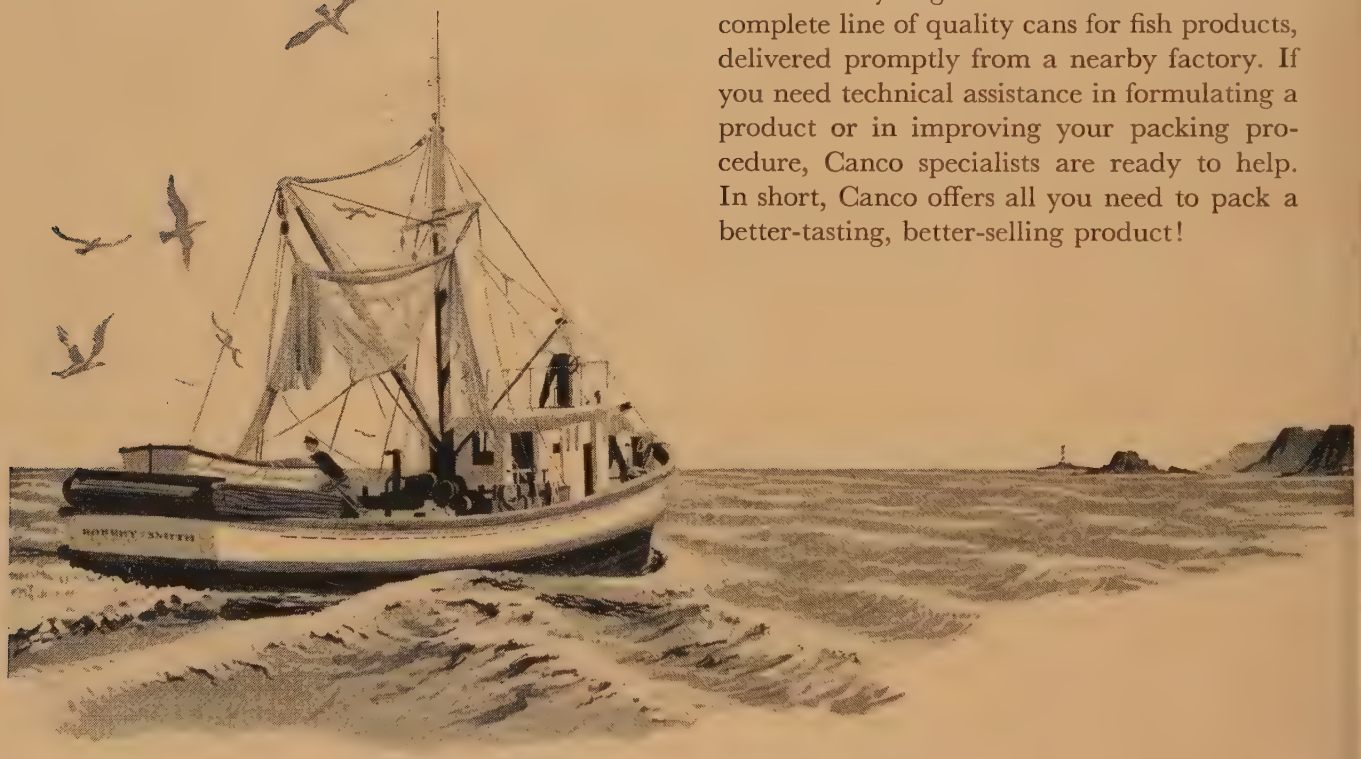

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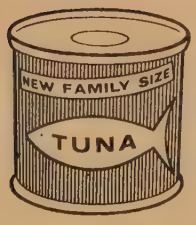

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Inlet Packing Co. property at Seldovia. Operation was to begin in mid-June according to Ivar Wendt, Seattle sea food broker, who with Richard Sutterlin acquired the shrimp cannery division of Whitney & Co. there recently (see page 44, June PF).

The movement to mechanized production of canned Pacific pink shrimp appears likely to continue, with development of new areas and new markets for the increased product, even in the face of urgently competitive price reductions. Gulf packers have had a resurgence of production and particular increase in production of tiny shrimp. The Northwest canners are feeling this competition even in their own neighborhood.

The new Pacific shrimp industry appears to have passed to a third stage, from exploration to last year's expansion to a further expansion and balancing of industry forces, this year.

HAND PEELING of shrimp at Hallmark Fisheries' new shrimp operation at Charleston, Ore.

B. C. Fish Price Agreements Upset by Government Ruling

● Return to open, competitive sale of raw fish, fisherman-to-canner, instead of the system of bargaining between the fishermen's union and the Fisheries Association, which has prevailed for more than 20 years in British Columbia, has resulted from price-fixing allegations by federal investigators.

T. D. MacDonald, director of investigations under Canada's Combines Act, announced in mid-June that the practice of negotiating on prices between the organized fishermen and the packers as a group is, according to his interpretation, in violation of the law.

Both the fishermen and the packers have felt that the traditional method of settling prices, even though far from perfect and frequently the cause of bitter conflict, is not only the most practical plan so far evolved to meet present conditions but is also entirely legal. The fishermen, voicing their views through the United Fishermen's and Allied Workers Union, contend that governmental insistence that the system must be scrapped will be an attack on organized labor and should therefore be resisted right down the line.

The packers who, according to the new interpretation, must deal separately with the fishermen rather than as an organization, promptly established a framework for coping with the situation according to Ottawa's recommendation, and individual canneries posted the prices at which they will accept deliveries from the fishermen.

Union Action Uncertain

● Immediately after the MacDonald findings were announced, the union talked of defying the ruling through a strike, but whether this would materialize was uncertain when this report was written.

In the report issued by Mr. MacDonald, four specific companies were named—B. C. Packers, Ltd., Anglo-B. C. Packing Co., Canadian Fishing Co. and Nelson Bros. Fisheries, these being regarded as the most important factors involved in the packing group. Several individuals in the fishermen's union were named—Homer Stevens, Alex Gordon, William Rigby, since it would have been impossible to include the names of all the individual fishermen. The United Fishermen and Allied Workers Union, representing a large majority of the people engaged in the B. C. industry, has been the recognized bargaining agency since the 1930's. The Native Brotherhood and Fishing Vessel Owners Association are also included in the MacDonald report.

Just how the investigation was initiated has not been definitely disclosed, but union spokesmen claim that it was instigated by members of a "rebel" group who objected to the UFAWU's domination and they further maintain that the packers themselves probably encouraged it. The association has denied that their members inspired the inquiry.

Actually, James Sinclair, president of the association, voiced his approval of the bargaining system while he was federal minister of fisheries and there is no indication that he has changed his mind. Mr. Sinclair has said that, in his opinion, the negotiations carried on season after season have been akin to those carried out in other industries; and that there has never been any subterfuge or effort to conceal negotiation of prices.

According to the Combines Act, an investigation must be proceeded with, providing that six citizens make formal application, and this presumably was done, although the citizens have not been named.

Herring, Halibut and Trawl Fish Are Also Affected

● Salmon, herring, halibut and trawl caught fish are included in the MacDonald report, but the effect on the salmon operations is the most impor-

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Soundings per Minute	DR-18: 200 DR-19: 400
Frequency	75 KC
Chart Size	Overall Width: 2-14", Scale Width: 1.8", Length: 75 feet
Chart Speed	⅓" per minute (45 hours total operation per roll)
Voltage	12 DC, 32 DC
Current	3.3, 1.2 amps
Weight	Approximately 12 lbs.
Dimensions	10-9/16 wide, 7-1/16 high, 7 deep.
Transducer	Choice of integral or separate tube type.

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tant and it will be tested first, as the new season opens.

The findings of Mr. MacDonald are that the two groups concerned "knowingly assisted in arrangements having or designed to have the effect of fixing prices and otherwise preventing or lessening competition in the production, purchase, sale or supply of raw salmon in British Columbia or to the detriment or against the interest of the public."

Instead of immediate prosecution of the groups or individuals mentioned in the statement of evidence, the procedure is to call public hearings on October 18 when those accused will have an opportunity of presenting their case. Before amendments were passed in the House of Commons a year or so ago, immediate prosecution would have been ordered, as has been done in the past in relation to some other Canadian industries. A "breathing spell" is thus provided, but by October the salmon season will be over, and in order to comply with the announced findings of the investigation the current negotiations between packers and the union have been automatically terminated.

One point evidently raised in Mr. MacDonald's inquiry has been determination of the status of fishermen. Are they "employees" in the sense that other industry employees are regarded in their wage negotiations with employers or are they, as some maintain, "small business men" who should be treated separately rather than collectively?

• One allegation is that the tactics of UFAWU leaders made it impossible for independent fishermen to market their catch. The UFAWU was expelled from the Canadian Labor Congress some time ago because of the alleged Communist tendencies of its leaders. These points were mentioned in a statement issued by the association soon after Ottawa's intervention.

Shore workers and tendermen who are bona fide employees of the packing companies are not subject to the Combines Act charges, and it is pointed out that salmon caught in nets are the only fish subject to the minimum price agreements. Salmon caught by troll, and herring, are not. Their prices are posted and fluctuate. Halibut, of course, is sold by auction.

One statement in the MacDonald report deplores the fishermen's strikes of 1947 and 1952 which, it is claimed, were against the public interest. The inquiry started in the spring of 1956 when investigators inspected the records of the union and companies.

The union has adopted a somewhat defiant attitude, charging that the

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Combines Act was enacted to prevent big companies or cartels from fixing prices and thereby causing the consumer to pay more for the product or service. The union claims that the act is being "twisted out of shape to prevent a union from bargaining for its members."

The First Posted Prices

● To conform with the new provision, canneries have posted prices for raw fish caught in nets on the same basis as they have listed prices for troll-caught fish in the past. The prices indicate an increase over 1958. Imperial plant of B. C. Packers, the industry's biggest, offered on June 19 30¢ per lb. for Sockeye, 20¢ for Coho and Red Springs, 10¢ for Pinks and 8¢ for Chums. Last year's prices were 28¢ for Sockeye, 16¢ for Coho, 16¢ for Red Springs, 9¼¢ for Pinks and 7½¢ for Chums. These prices will fluctuate according to supply and demand.

Fishermen's Selling Figures

● Fishermen announced the following day that they would demand the following price schedule: Sockeye, 32¢; Coho, 24¢; Pinks, 13¢; Chums, 12¢. In addition, the salmon fishermen asked 6c a case to be paid into their welfare fund.

A statement issued by the union declared: "Our members want no return to the conditions of the hungry Thirties. Our union is determined to maintain free collective bargaining. . . . We are ignoring the arbitrary price fixing by the companies and going ahead with strike plans. Herring fishermen have already voted to remain on strike and they will not sail until an agreement has been signed."

The union demanded $14.25 per ton for reduction herring and $20 for herring used for canning, salting, etc. Herring fishermen also have been asking for a pension plan with the companies contributing 5% of payroll and the men also paying 5% of earnings.

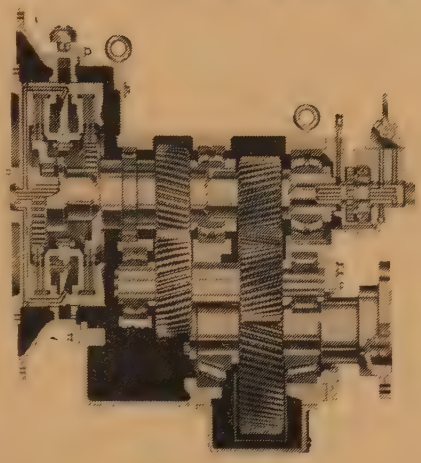
Herring price offered by operators was $13 a ton.

Dr. Ernest Geiger, Van Camp Research Director, Dies

The fisheries industry of Southern California lost a leading research chemist when Dr. Ernest Geiger, director of research of Van Camp Sea Food Co., died last month. He was 63.

Dr. Geiger was also a professor of biochemistry and nutrition at the University of Southern California School of Medicine and a consultant at the Los Angeles County General Hospital. He was a well-known figure in all branches of the food industry in the West.

S-N GEARS



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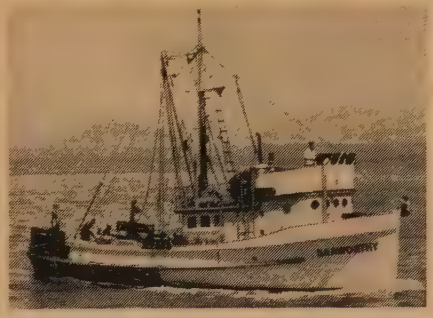

SEAWORTHY is one of the hardest working fish boats operating out of San Francisco. Recently repowered, her original S-N gear saw ten years of round-the-clock service, six days every week. Owner, Frank Alioto says, "We work Seaworthy hard, but take the best care of her and buy the best equipment we can find. We've had very fine service from our original SNOW-NABSTEDT reduction gear and naturally when it came time to replace it, there was no question about what make we wanted."

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FOOD FISH MARKETING

News and Views of National Trade in Fish and Shellfish

Section of PACIFIC FISHERMAN — JULY, 1959

Market Marking Time Until Someone Gets Fish to Sell

● Resisting the tide of optimism which tends to sweep otherwise reasonable businessmen from their footing at this season in the salmon business, some substantial factors nudged their price for fancy Sockeye halves to $23 late in June.

They had looked at the Copper River returns; had re-examined the data on the 1959 cycle on the Fraser River; had scrutinized the gear-time rating which will rule Bristol Bay fishing—

And then they raised the asking price on fancy Sockeyes. Where could they get more Socks for less money?

The Sockeyes which Britain bought last fall at $18.50 look like pretty good property today.

● Japanese prices are up sharply. L. A. Petersen, sales manager of New England Fish Co., comments in a trade letter thus:

"The Japanese packers have announced tentative prices for their 1959 packs. Advances in price over 1958, including the 15% duty on the advances, are $2.01 on Red halves, $2.30 on Pink talls, and 69¢ on Pink halves. On today's market there would be significant margin for the importer to cover carrying charges through the sales year. This indicates that, unless there is another lift in domestic prices, import interest will shrink considerably."

● United Kingdom is suddenly sharp on Coho quarters, and freezer stocks of frozen Cohoes have gone to market in cans, while many of the early troll Silvers have been diverted from the fresh trade to the time. This has cut sharply into the packing of 12/4# from the tinker Silvers of June catching. Those which are available bear a $30 tag. The Coho quarters bring about $10.

Tom Dewey Is Retained To Aid Japanese Trade

The Japanese government announced in Tokyo last month that it had retained Thomas E. Dewey, former Governor of New York, and former Republican nominee for the presidency, to "help expand Japanese exports, and to protect Japanese interests in the United States."

While the field of Governor Dewey's activities apparently will include all Japan's foreign trade and its interest in this country, as canned tuna and salmon, frozen tuna, swordfish and many other aquatic products comprise a substantial proportion of Japanese shipments to the United States, the fishing industry may find Mr. Dewey's firm active in these fields.

Press reports said cost of the first year's representation would be $200,000.

Arrangements with Mr. Dewey were completed by Tatsunosuke Takasaki, head of MITI, Ministry of International Trade and Industry, Japanese cabinet member, former head of the Japan Can Co., and a long-time acquaintance of many figures in the American fishing industry.

Southern California Domestic Tuna Deliveries

Cumulative totals for 1959, through June 13, in tons, as reported by U. S. Market News Service

	Albacore	Bluefin	Skipjack	Yellowfin	Bonito, etc.	Total
Clippers and Albacore Fleet		15	20,467	14,337	3	34,822
Purse Seiners		2,069	4,644	19,577	110	26,400
Total 1959 through June 13		2,084	25,111	33,914	113	61,222
Total 1958	4	1,609	23,089	33,884	319	58,905
Total 1957	224	118	15,846	42,074	46	58,308

Tuna Research Foundation Expands Consumer Education

A greatly expanded program of consumer publicity and education for canned tuna has just been approved by the Tuna Research Foundation, according to an announcement by E. L. Morris, director. Dudley - Anderson-Yutzy, New York, food public relations agency, has been appointed to conduct the program.

DAY's activities will concentrate on the great variety of tuna recipes and menus, both for hot and cold dishes, that offer continuous year 'round consumer use potential. The convenience, availability and economy advantages of canned tuna will also be featured. The program will be national in scope, and will cover all media.

The Tuna Research Foundation also announced that George Anderson, partner and head of DAY's food division, has appointed Catherine Stahl, a member of that organization for 12 years, as account executive and has established a team to assist her on the tuna program. The team includes a home economics, media, art, production and plans director and will be increased as the need arises. Herbert O. Nelson, representing DAY on the Pacific Coast, will act as account service and contact executive.

J. D. Packing Doubles Its Canning Capacity

J-D Packing Co., Pier 92, San Francisco Bay's only remaining sardine, mackerel, anchovy, and squid packing plant has increased its capacity from 200 to 400 cases per day, according to James A. Davi, president.

Another line has been added, and the company now has two, with two pre-cookers, one the draper type and the other the basket type, two Continental Can Co. closing machines, one for ovals and the other for talls and 5-oz. cans. A new sauce line, new washer, and new stainless steel packing table is being added, as well as a New Way Chisholm Ryder caser for 5-oz. cans.

Some time ago the company installed a DeLaval separator and a DeLaval basket machine.

"Albacore Off Arguello" Luring Salmon Trollers

● *"Albacore off Arguello"*—

That word on the radio up and down the coast was enough to send trollers into port to sell their short loads of salmon, ship their tuna gear, and head south for tuna—

And that at a time when the tuna clippers and tuna seiners were tied up in protest of market conditions they found unprofitable.

● Before the end of June trollers from Puget Sound to Southern Oregon were being attracted from salmon by the lure of tuna. The salmon fishing was that poor.

In Alaska the fishing was not too bad, and this area of all on the Pacific Coast seemed to be the only one ahead of 1958 to the summer solstice.

Further south, the better fishing seemed to be in the vicinity of Goose Island, where the trollers also were able to help-out with a few thousand pounds of halibut per trip.

Silvers were showing in fair volume to the end of June, and they were fine little fish, not at all raggy.

● *Sockeyes and Pinks, too.* That's hard to figure; but it's true. Soon after the middle of June trollers started landing quite a lot of Pinks and not a few Sockeyes from operations close inshore south of Cape Flattery.

Montague Island grounds, off Cape Cleare and thereabouts, got a June testing to see if the rich fishing found there in 1958 would repeat. Not so. A few fish, true; but to time of writing nothing in the volume which proved nicely profitable last summer.

● Now about the Albacore—

They were turned-up first about June 10 by the California research vessel *N. B. Scofield* a considerable distance offshore about 195 miles west and south of Point Arguello.

Two weeks later they were still in the same vicinity in a widely scattered body of fish which produced rather steadily to jigging. Commercial boats were arriving, and the 1959 season was on—quite early.

The Longfins showed up where expected by the California biologists—well north of their usual point of appearance; and this was something which made them particularly attractive to the northern boats, which hoped to intercept the run as it broke out of the milling pattern off Arguello and flowed up the coast.

French Firm Offers Frozen Tuna to U. S.

Indicative of the world growth of industrial tuna fishing is a letter received by *Pacific Fisherman* from a French firm, announcing that it is prepared to sell frozen tuna, Yellowfin or Skipjack to United States buyers. The tuna is available at Dakar, French West Africa, or cif. American port.

This offering arises, according to correspondent, as result of saturation of the French tuna market with catches from the newly-built French fleet of modern clippers, patterned primarily after those of California.

Southern California Receipts

Cumulative totals for 1959 through June 13, in tons, as reported by U. S. Market News Service

	Albacore	Bluefin	Skipjack	Yellowfin	Bonito, etc.	Total
San Pedro	6,604	2,062	16,690	45,523	110	70,989
San Diego	713	44	11,909	11,118	3	23,787
Total 1959 through June 13	7,317	2,106	28,599	56,641	113	94,776
Total 1958	5,643	1,691	24,958	48,726	321	81,339
Total 1959	8,142	118	20,509	49,715	49	78,533

Oregon Lumberman Named To Fish Commission

Herman P. Meierjurgen, a Beaverton, Ore., lumberman, was appointed in June to a 4-year term as a member of the Oregon State Fish Commission, succeeding Omar C. Palmer of Portland, whose term expired June 1.

Mr. Meierjurgen, before his service in World War II, was an Oregon state police officer assigned to fish and game law enforcement on the northern half of the Oregon Coast. Thus he has basic experience related to conservation problems.

Shipments in quantities up to 600 tons per parcel can be made from Dakar, according to our correspondent. The Yellowfin is reported as ranging from 4 to 70 kilos, with Skipjack from 3 to 10 kilos.

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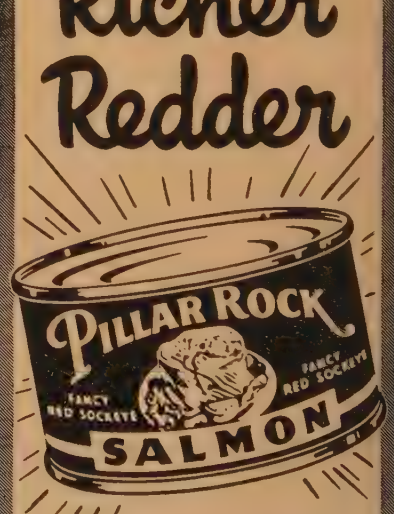

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Seattle, Wash.
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Producers ★ Packers ★ Distributors
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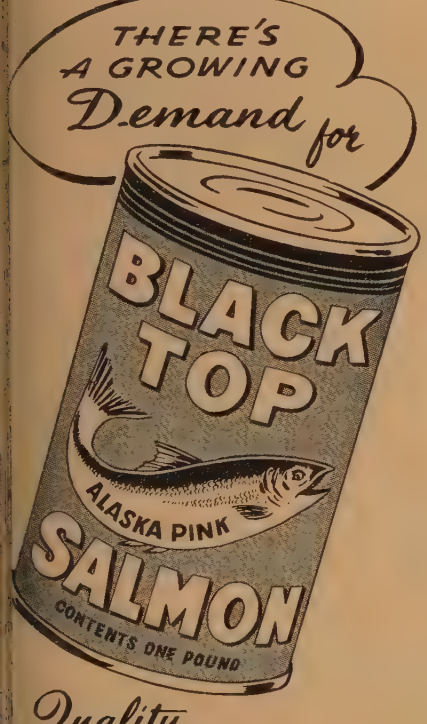
Bristol Bay Mild Cure Results are Mixed

Port Moller again produced a satisfactory pack of mild cured salmon for Vita Food Products' operations in May and June, but the company's venture on the Nushagak was a bitter disappointment, according to B. E. Gilman, the firm's Pacific manager, who visited the Bristol Bay stations in June.

Dillingham had only a few days of fishing during the King salmon season. The early part of the open period was virtually without fish, perhaps due to the clear, sunny weather. The pack was not expected to reach two dozen tierces.

Fish at Port Moller, however, were in fair numbers, size and condition. They include two definite types of King salmon, one long and the other chunky, presumably from distinct runs. While the Port Moller operation serves to provide additional livelihood for local residents on the Bering Sea coast, and supplies acceptable mild cured salmon at a time when the pack generally is short, Mr. Gilman says the fish produced there cannot be compared with prime troll goods.



Quality
Pink Salmon
KELLEY-CLARKE CO.
2460 6th Ave. S.
Seattle 4, Washington

California Imports of Frozen Tuna

Cumulative data in tons for 1959 through June 13, and for other years to the nearest comparable date. Data from U. S. Market News Service

	Albacore	Skipjack	Yellowfin	Unclassified	Total
San Francisco	333	151	4,115	...	4,599
San Pedro	6,604	3,232	20,148	21	30,005
San Diego	713	203	2,632	...	3,548
Total to June 13	7,650	3,586	26,895	21	38,152
1958	7,127	1,887	17,353	84	26,451
1957	9,450	5,366	10,379	105	25,300

Tuna Freight Rate Up

Trans-Pacific freight rate on canned tuna from Japan was raised sharply June 1.

Tuna rate per ton went from $28.50 to $35.50 for Canadian delivery; from $23 to $24.15, U. S. Pacific Coast; from $28.50 to $29.92, U. S. Atlantic Coast.

Seattle Market

Market prices currently quoted at presstime by Pacific Northwest brokers and cannery sales department, cases of 48 tins, unless otherwise specified, good quality, as reported by the U. S. Bureau of Commercial Fisheries, Market News Service.

Items and Packages	Per Case
Puget Sound	
Sockeye, halves	$22 -24
Sockeye, quarters	12.50-13
Alaska	
Red, talls	34 -36
Red, halves	22 -24
Pink, talls	23 -24
Pink, halves	13 -14
Coho, talls	27 -28
Coho, halves	15.50-16.50
Coho, 4-lbs. (12)	30 -31
Coho, quarters	10
Chum, summer, tall	-19
Chum, summer, halves	11.00-11.50
Chum, 4-lbs. (12)	19
Chinook, talls	-30
Columbia River	
Blueback, halves	24
Blueback, quarters	13.00-14.50
Chinook, fancy, halves	-26
Chinook, fancy, quarters	14.00
Chinook, choice, halves	17.50-18.00
Chinook, choice, quarters	10 -10.50
Silver, halves	17 -17.50
Silver, quarters	10 -11.25
Tuna, Northwest Pack—	
Albacore, fcy., 7 oz.	11.50-12
Yellowfin, chunk, 6½ oz.	9.50-10.50
Tuna, Featured Pack—	
Albacore, fcy., 7 oz.	14.85-15.25
Albacore, fcy., 3½ oz.	9.10- 9.15
Albacore, chunk, 6½ oz.	11.00-13.25
Albacore, chunk, 3 oz.	7.25- 8.00
Lightmeat, fcy., 7 oz.	12.50
Lightmeat, fcy., 3½ oz.	8.55
Lightmeat, chunk, 6½ oz.	11.00
Lightmeat, chunk, 3 oz.	7.50
Canned Crab—	
Dungeness, 24, 6½ oz.	11.50-12.50
Dungeness, 3¾ oz.	7.50
King, 48, 7½ oz., fcy.	29
King, 24, 15 oz., fcy.	26.50
King, 24, 7½ oz., fcy.	14.60
Northwest Shrimp—	
Wet Pack, 24, 4½ oz.	7.50
Alaska Shrimp—	
Tiny, 24, 4½ oz.	7.50
Small, 24, 4½ oz.	9
Medium, 24, 4½ oz.	10

Japan Albacore Catch Causes Acute Dismay

Summer Albacore production to June 10 was causing real dismay in Japan, with only 2,000 tons landed, about 15 to 20% of normal. The landed, or "beach" price, had risen gradually to ¥150 per kilo, or roughly $380 U. S. per ton of 2,000 lbs.

At this price only the canneries were buying, the freezers having lost interest. It was felt that, if the beach price should be pegged at ¥150 per kilp the export price of canned Whitemeat would need to be raised about $2 above the last sale to the U. S., which was reported at $9.15.

In contrast to the Albacore shortage, Skipjack was being landed in large volume on the Pacific Coast of Honshu and Kyushu during early June.

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Columbia River Packers Assn., Inc.
Astoria, Oregon
Tuna, Salmon, King Crab Meat, Frozen Seafoods, Seafood Delicacies

Summer Sardine Canning Prohibition is Continued

● Bills covering practically every phase of California's fishing industry have been signed by Governor Edmund G. Brown, and more are coming up, according to a survey made by *Pacific Fisherman*.

A.B. 71 continues the prohibition on the summer pack of sardines. A.B. 994 prohibits the use of lights in fishing squid. San Francisco's Crab Fiesta is protected by A.B. 843 which continues the present crab season for another two years, except that the central California crab season will open on the second Tuesday of November to allow crab fishermen to provide the materials for the Crab Fiesta.

One of the most important bills is A.B. 763 allowing nets to be used in Santa Monica Bay for the taking of sardines, smelt, anchovies, queen fish and white croaker, except that sardines may be taken for canning only between Oct. 1 and Dec. 31.

A.B. 824 changes the size limit on red abalone from 8 inches to 7¾ inches, allowing some of the slow growers to be taken.

A.B. 1724 allows the possession of salmon on net boats (trawlers) provided the salmon were taken by hook and line.

S.B. 343 continues the tax of $1 per ton on sardines, mackerel, squid, anchovies, and herring for the next two years to provide funds for the Marine Research Committee.

Under S.B. 378 a weighmaster, licensed as an individual must be provided to weigh in sardines, anchovies, mackerel, and squid, and a companion bill, not yet signed, provides that quadruplicate copies of the fish receipts must be provided for the fishermen.

Shrimping Gets Late Start, but Pack May Equal That of 1958

● Calm, and at least reasonably objective view of the Pacific shrimp business—as it was in late June—is presented in one of his market letters by Ivar Wendt, one of the principal factors in this business from its beginnings, and an effective merchandiser of a broad line of sea foods. He writes:

"After a very late start, three shrimp plants in Washington and two in Oregon are now packing and, while fishing is good, production is limited in view of the profit squeeze brought about by high canning costs and a very competitive market.

"In Alaska three plants are currently in production with two additional plants scheduled to start operations shortly. One of these plants is the new Sutterlin & Wendt installation at Seldovia, Alaska, which began to receive shrimp June 22.

"From all indications, the total pack will be about the same in quantity as last year, and those who served you during the last 'off season' will again become the main factors.

"Without exception, all shrimp canneries are located in areas where the payroll is a real necessity to the respective community. This holds true particularly in Alaska where financial help is badly needed in view of the restricted salmon production.

"Northwest shrimp is well received by the consumer and is, we believe, deserving of particular support by the trade whose economy is so closely allied with the welfare of West Coast and Alaska industries."

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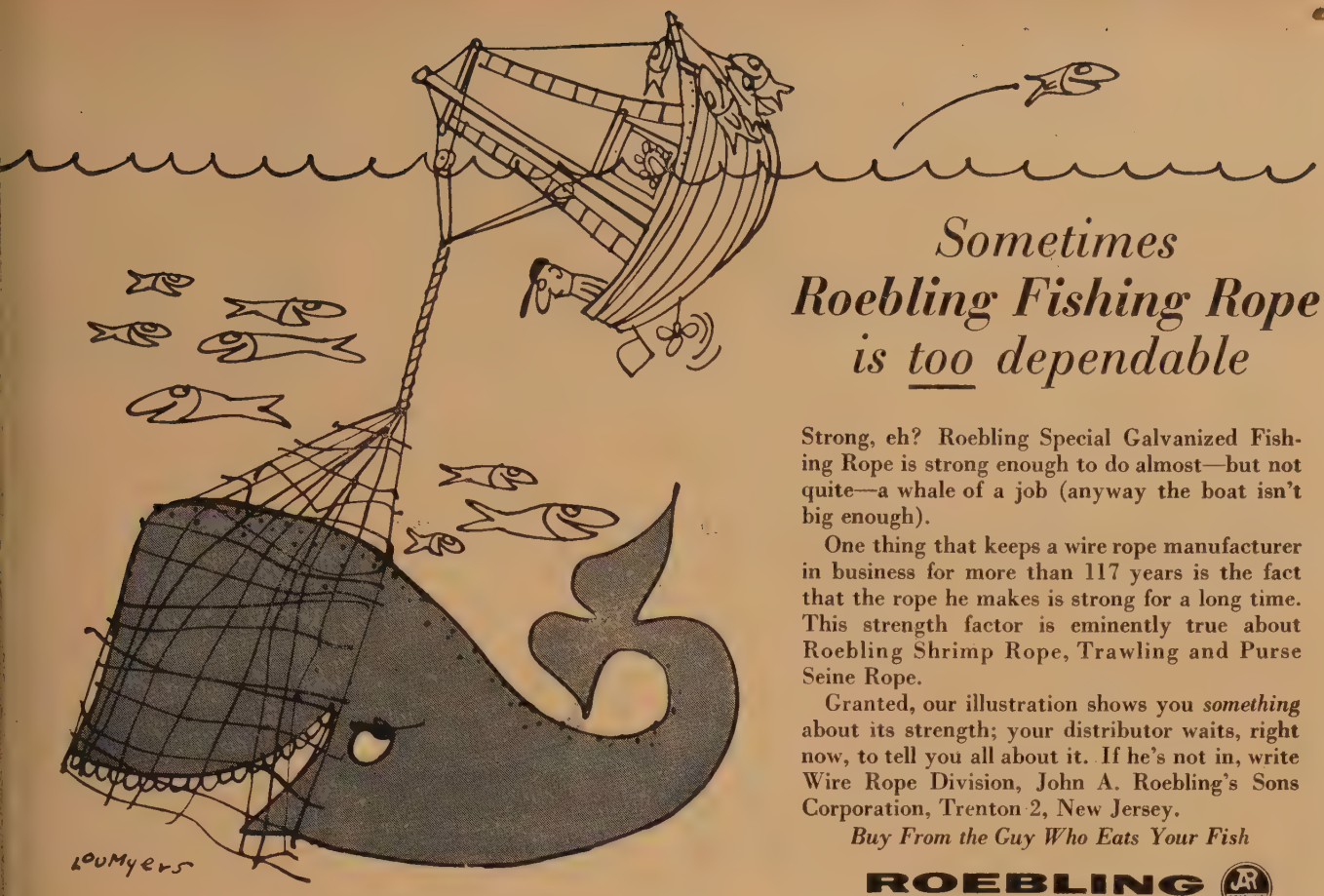

Sometimes Roebling Fishing Rope is too dependable

Strong, eh? Roebling Special Galvanized Fishing Rope is strong enough to do almost—but not quite—a whale of a job (anyway the boat isn't big enough).

One thing that keeps a wire rope manufacturer in business for more than 117 years is the fact that the rope he makes is strong for a long time. This strength factor is eminently true about Roebling Shrimp Rope, Trawling and Purse Seine Rope.

Granted, our illustration shows you *something* about its strength; your distributor waits, right now, to tell you all about it. If he's not in, write Wire Rope Division, John A. Roebling's Sons Corporation, Trenton 2, New Jersey.

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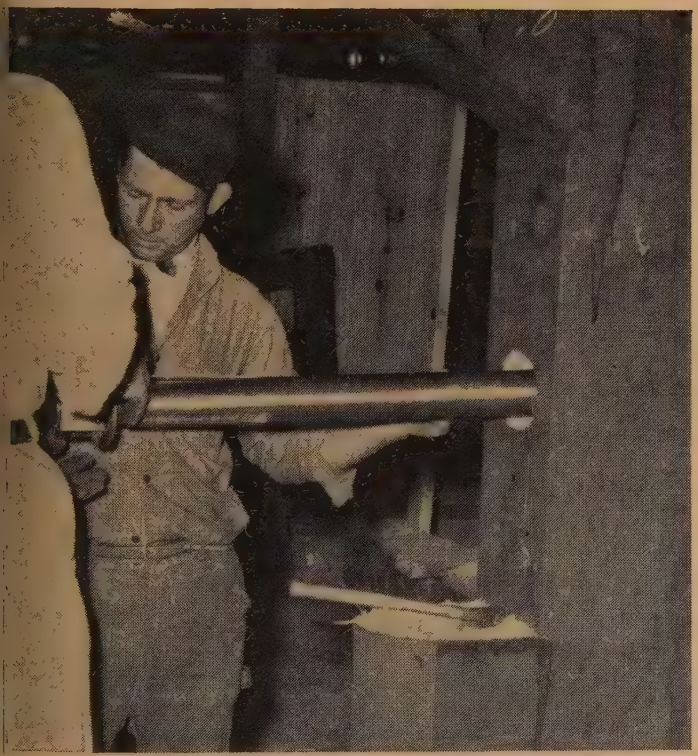

A 3-inch Tobin Bronze Shaft being installed in a trawler at Diesel Engine Sales, Inc., St. Augustine, Fla., a leading builder of commercial fishing boats. Over the years, Diesel Engine Sales has equipped more than 800 trawlers with Tobin Bronze Shafts.

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Both Tobin Bronze and Tempaloy propeller shafts are available through leading marine supply distributors. For detailed information, see your distributor or write: The American Brass Company, Ansonia Division, Ansonia, Conn. District Sales Offices: Los Angeles, Calif., at 14900 Garfield Ave., Paramount — San Francisco 4, Calif., at 120 Montgomery St. — Seattle 1, Wash., at 1311 Tower Bldg. 5991PF

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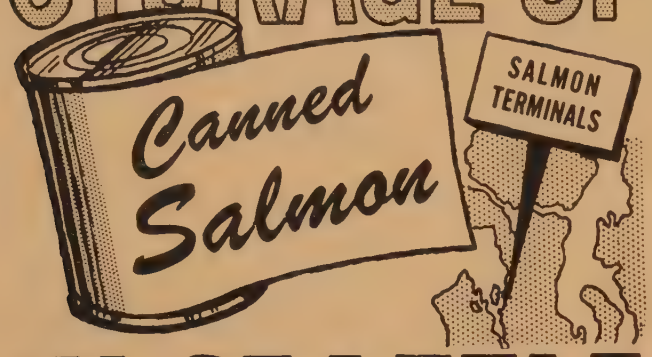

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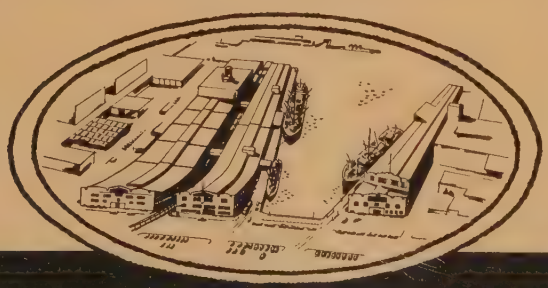

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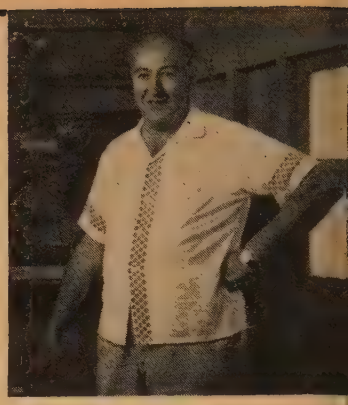

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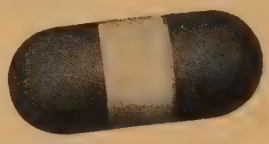

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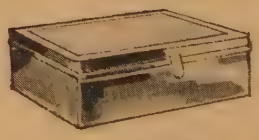

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Canadian Canners Confident Despite Dim Pink Prospects

In anticipation of another season hat should witness a fair run of Fraser River Sockeyes, British Columbia's packers are laying the roundwork for more widespread production than in the past.

The major companies will probably e operating the same canneries as in he bonanza Sockeye year of 1958, ut they will have competition this eason from a growing number of mall operators—a development that ould indicate a definite trend.

Since 1959 is not a big cycle year, ne might wonder at the new evidence f expansion. Two main reasons are iven—the lucrative overseas market s a result of the action of the United Kingdom at the peak of the 1958 seaon in freeing imports from restrictions and the possible reduction in roductivity of some important U. S. shing areas as indicated by elimination of traps in Alaska and other influences.

ink Outlook is Dull

Certainly, the prospects of a Pink in could not be responsible for the ctivity that has become noticeable in he Vancouver area during the past ew weeks. All indications point to ne of the smallest Pink runs in years. n a relative sense, there may be no ink fishery at all, and this follows poor run in 1958. However, the cause no longer a mystery. Water temerature in the Gulf of Georgia last ummer was two degrees higher than ver before recorded.

Such is the long-term expectation f the International Pacific Fisheries ommission biologists who, at this me of the year, are more agreeably oncerned with the prospects for ockeyes in 1960 and 1961. One of he most interesting facts in this conection is the bountiful downstream igration along the upper stretches f the Fraser—in the Stewart, Quesnel nd Chilko sections of the system. he migrants are unusually large, too -a favorable sign. It would not be rprising if in 1961, which belongs the famous 1913 cycle, if the run ere to total some 12,000,000 Sockyes. It will be a "Pink year" also.

An excellent emergence of fry on he Adams River and Shuswap Lake, ith every indication of a good hatch, oints to another abundant run in 962, although no one is promising ything like a duplication of 1958's hopping performance, which saw almost every record in the Fraser's book shattered.

New Entries in Canning

Three or four new entries into the B. C. canning industry are indicated for the coming season. Some of the smaller operations of past years will be expanding on a modest scale.

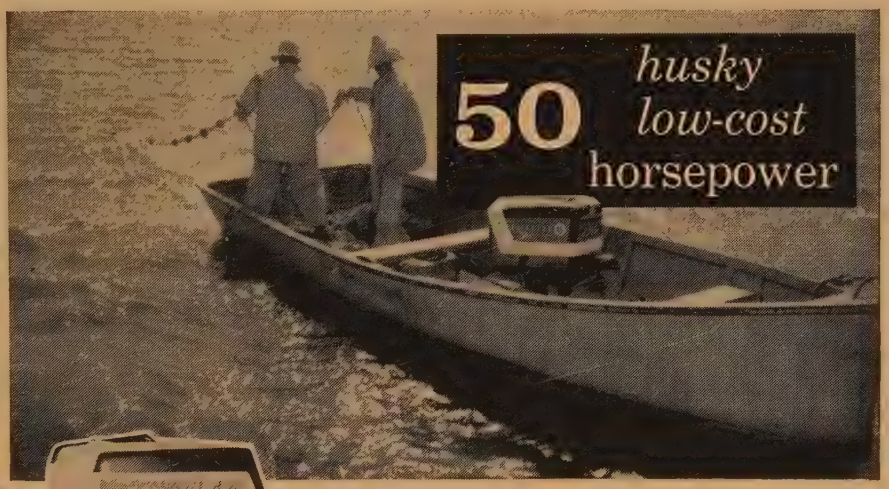
John Safarik & Sons, who took over the Colonial Packing Co. plant early this year, will operate a single salmon canning line this season on their own account. While they have been in the salmon business for several years, they custom-packed in the past, using Queen Charlotte Fisheries, Carlile Packing Co., Seafood Products and other processors. This time they will be on their own, using the plant that has been idle since the death of Sid Humphreys, former operator of the Colonial plant. The Safariks are certainly no strangers in the industry, John Safarik, the founder of the business, having been active back in World War I days.

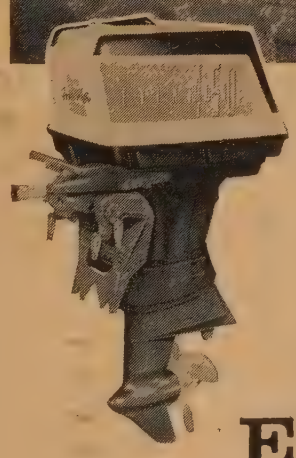
Seafood Products, Ltd., owned and operated by Pete and Ben Van Snellenberg, members of a family which has also been associated with the fishing industry in B. C. for many years, is building a dock and extending its plant on Commissioner Street and it plans to be a more active factor in salmon packing than ever before.

Dave Foukes is reported to be planning to take over Pete Tosie's plant at the corner of Clark Avenue and Hastings which in the past has been used principally for food specialties other than fish.

P.A.F. Takes Hand in B.C. Game

One of the more interesting developments has been formation of North American Fisheries, Ltd., with offices at 995 East Cordova Street, Vancouver. This is jointly operated by Pacific American Fisheries, Inc., of Bellingham, and Jack Elsey, who has been associated with the fishing industry for several years. A small operation in ½ lb. flats all species is planned this year. H. C. Timmerman, formerly of Astoria and Seattle, is





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EVINRUDE

quiet outboard motors

plant superintendent. Jack McKay, well known among Vancouver fishermen, will be responsible for accounting and production.

It is understood that Royal Fisheries, Ltd., in Prince Rupert, which is associated with Western Chemical Industries, Ltd., Vancouver, will operate a one-line salmon cannery this season.

C. R. P. A. Sets Records In Sales and Earnings

Despite the recession of 1958, Columbia River Packers Association, Inc., in that year established an all-time sales peak of $20,630,620, with net profits of $863,036, the highest in 10 years. Furthermore, the 1958 canned fish pack of 1,382,565 cases was largest in the company's history.

Net earnings for 1959 amounted to $3.19 on shares outstanding at year-end.

Hereafter the company's fiscal year will end April 30, being changed to coincide more closely with the cycle of the fish-canning year than does the calendar year.

Columbia River Packers Association, Inc., experienced some notable changes in 1958 and early 1959. During this period Transamerica Corporation sold its holdings in the company and Castle & Cooke, Inc., of Hawaii raised its interest to control, actually 59%. At the same time Portland and San Francisco stockholders increased their participation.

Early in 1959 the company joined with the Wards Cove Co. to create the equally-shared CWC Fisheries, Inc., which acquired all of the Libby, McNeill & Libby salmon packing properties and other assets in Alaska.

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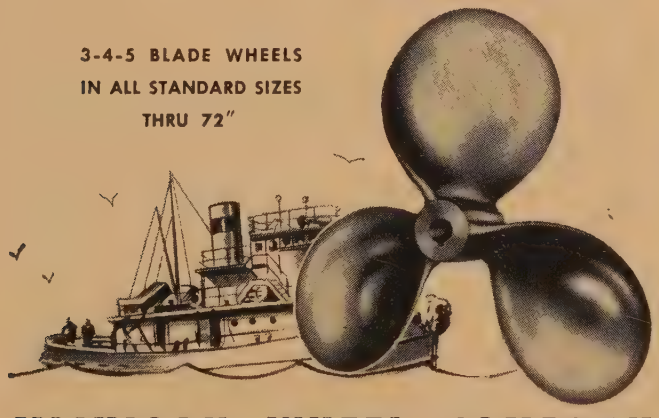

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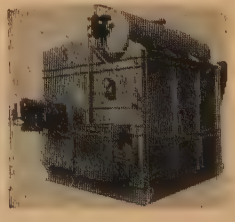

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Dr. Van Cleve Appointed Fisheries College Dean

Dr. Richard Van Cleve, acting dean of the University of Washington College of Fisheries since it was established as an independent college 18 months ago, became its dean by decision of the Board of Regents, effective July 1.

Dean Van Cleve, a member of the faculty and head of the former School of Fisheries since 1948, is a 1927 University graduate, and received his Doctor of Philosophy degree from the University in 1936. He is an authority in the field of fish enumeration, and was chief biologist for the International Pacific Salmon Fisheries Commission and head of the California Bureau of Marine Fisheries before joining the university faculty.

The College of Fisheries, the only college in the Western Hemisphere to offer instruction in both fisheries technology and biology, has an international reputation for research and training. Included in its enrollment are students from many foreign countries. The research arm of the college, the Fisheries Research Institute, has been active for many years in the long-term sudy of Alaska salmon resources and in the investigation of other fisheries problems.

Andreas Faste, Naval Architect, Passes Away

Andreas A. P. Faste, chief naval architect in the firm of Philip F. Spaulding and Associates, Seattle, died there June 6 after a short illness. He was well and widely known in the fishing industry, having served the Libby, McNeill & Libby salmon division from 1950 to 1954 as chief engineer in charge of fleet maintenance, new vessel construction, cannery facilities and all engineering.

He then joined the Spaulding firm, continuing actively his contribution as a naval architect in the professional field.

Trollers Land Full Loads Of Halibut from Goose Is.

● Salmon trollers landing full loads of halibut—

That was a curious situation in June on the Seattle fish exchanges.

It involved troller trips up to 9,400 lbs. of halibut to time of writing.

This astonishing development came from nowhere at the end of the third week in June, and was continuing as the month ran to its close.

For example, the day before this was written the Fishermen's Cooperative Association Exchange sold 25,400 lbs. of salmon, all sizes, all species. On the same day it sold 32,300 lbs. of halibut, of which 7,400 lbs. were chickens, 24,400 lbs. mediums, and 500 lbs. large.

● Where did they come from? And why?

Although fishermen aren't too free about telling the location of good fishing, it appears probable that the halibut trolling was done almost altogether on the Goose Island Grounds at the south end of Hecate Strait.

Reason for the unusual development apparently was largely economic; and to a lesser extent biologic.

Look at it this way: salmon fishing has been poor almost everywhere. When that is the case, and the boats are fishing over halibut ground, it is often customary to weight the gear deep, drag it slowly, and try to top-off the short salmon trip with a few halibut.

This deep-fishing operation on the part of a parcel of Seattle trollers in mid-June evidently coincided with the arrival in southern Hecate Strait of one of those mid-season migrations of which the halibut biologists speak.

Japan Operates Second Bering Factory Ship

A second Japanese fish reduction expedition to the eastern Bering Sea was mounted June 18 with the departure from Hakodate of the 11,000-ton *Tenyo Maru,* accompanied by 20 trawlers of the East China Sea type.

The venture is a joint operation of Hokuyo Suisan K.K. (whose *Kinyo Maru* pioneered this area in 1958, and is there again this year) and Taiyo Gyogyo K.K.

Her target is 8,000 tons of fish meal, manufactured primarily from flatfish; and she is scheduled to return to Japan by Nov. 30.

It is known that application for such an expedition was made by Taiyo, and perhaps Uichiro as well, in the fall of 1958. The Fishery Agency studied the matter carefully, but did not come to a conclusion until the Soviet Union's great expedition entered the East Bering this spring.

Thus far Japan is the only nation yet to mount a fish reduction operation in Bering Sea—and as "historic rights" are beginning to assume growing importance in international thinking with respect to the high seas—it is believed that the Fishery Agency was interested in adding strength to Japan's already strong position in Bering Sea fish reduction.

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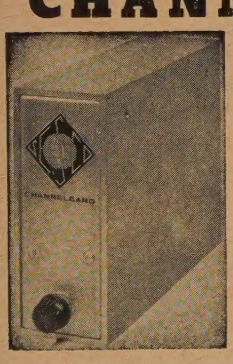

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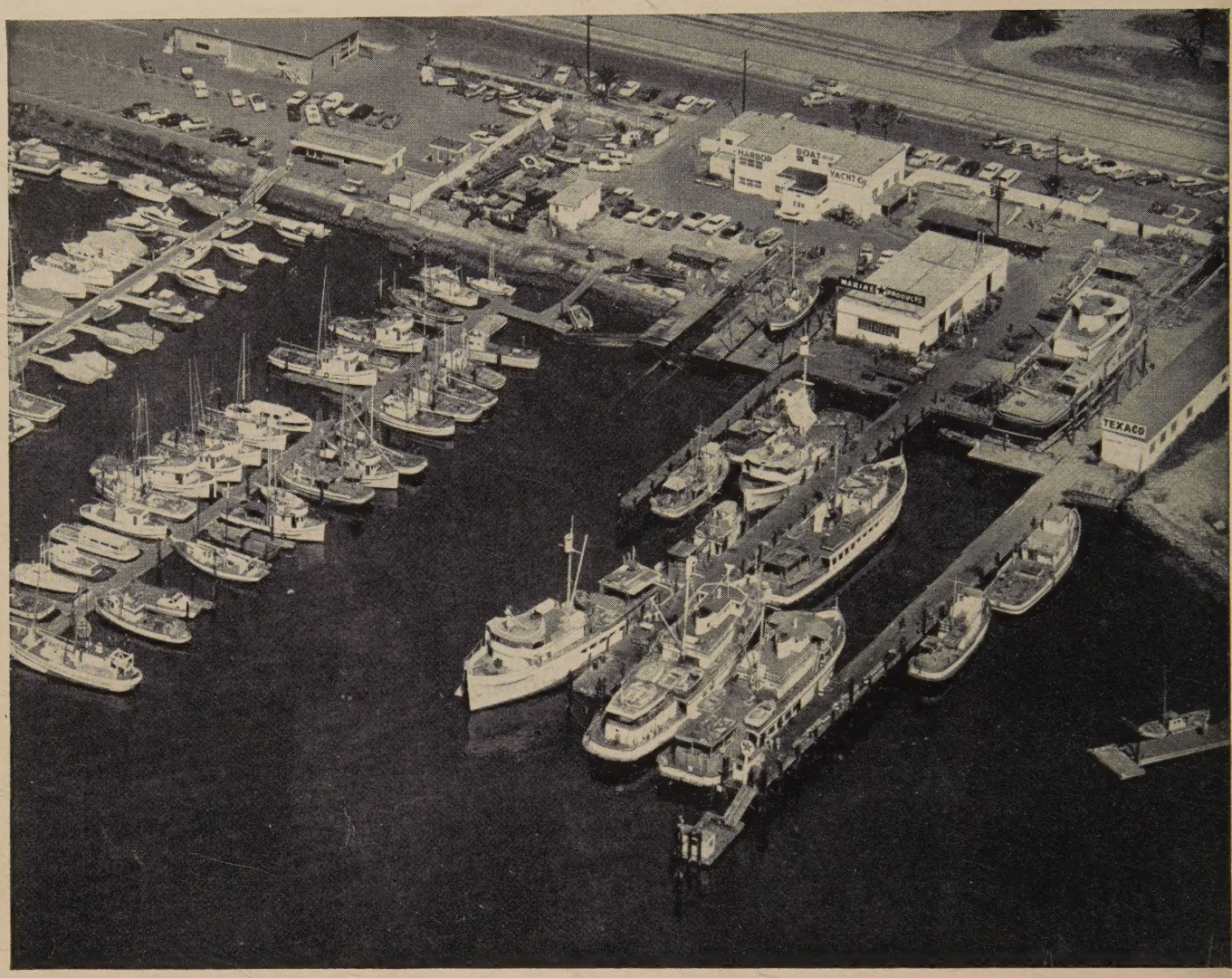

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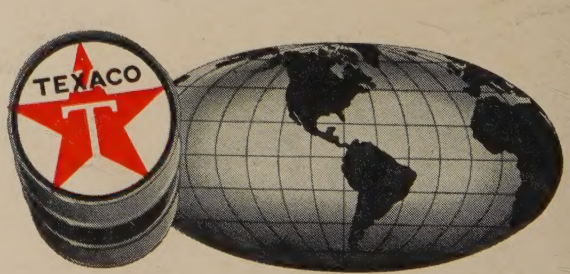

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